



STAFF REPORT ACTION REQUIRED

Park Boulevard - Traffic Control Amendments

Date:	March 8, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services, Etobicoke York District
Wards:	Ward 6 – Etobicoke-Lakeshore
Reference Number:	P#070051

SUMMARY

The purpose of this report is to obtain approval to reduce the legal speed limit on Park Boulevard, from 50 km/h to 40 km/h; and, to propose the installation of an all-way stop control at the intersection of Park Boulevard and Thirty Fifth Street.

As the 40km/h Speed Limit Warrant requirements are achieved, a 40 km/h speed limit is recommended on Park Boulevard between Thirty Sixth Street and Thirty First Street. The proposed all-way stop control will address the safety concerns related to the restricted sight lines at this intersection.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve reducing the speed limit on Park Boulevard between Thirty Sixth Street and Thirty First Street from 50 km/h to 40 km/h, as the requirements of the 40 km/h Speed Limit Warrant are achieved; and
2. City Council approve the installation of an all-way stop control at the intersection of Park Boulevard and Thirty Fifth Street.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$900.00

ISSUE BACKGROUND

Transportation Services received requests from Councillor Mark Grimes, on behalf of area residents, to review the appropriateness of the existing speed limit on Park Boulevard and to investigate the feasibility of installing an all-way stop control at the intersection of Park Boulevard and Thirty Fifth Street. Staff also investigated concerns with respect to sight lines at the intersection of Park Boulevard and Thirty Fifth Street. A map of the area is Attachment No.1.

COMMENTS

Park Boulevard is a local road located in the residential community south of Lake Shore Boulevard West and east of Brown's Line. The legal speed limit on Park Boulevard is currently 50 km/h. There are no sidewalks on either side of the street. The pavement width on Park Boulevard is 9.1 metres. Stop controls are currently located on Park Boulevard at Thirty First Street and Thirty Sixth Street.

As part of our investigation, automatic speed and volume counts were recorded on Park Boulevard in the vicinity of Long Branch Avenue. Our analysis of the speed data reveals that the 85th percentile speed for this road is 43 km/h. The 85th percentile is the speed at or below which the majority of motorists feel comfortable travelling at given the existing traffic and roadway conditions.

Application of our study data to the City of Toronto 40 km/h Speed Limit Warrant, revealed that a 40 km/h speed limit is warranted on Park Boulevard between Thirty Sixth Street and Thirty First Street due to the road width being less than 10.5 metres and the absence of sidewalks on both sides of the road. It is prudent to reduce the speed limit to reflect these conditions. Our study results are summarized in Appendix A.

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council. Our study results are summarized in Appendix B.

Although the technical warrant requirements for the introduction of an all-way stop control are not achieved, several mature trees located on City property on the north side of Park Boulevard, just west of Thirty Fifth Street, reduce the sight lines for southbound motorists on Thirty Fifth Street at Park Boulevard. Due to the restricted sight lines caused by the trunks of these trees, we are recommending the installation of all-way stop controls at the intersection of Park Boulevard and Thirty Fifth Street.

Our review of the collision history at this intersection for the three year period, January 1, 2003 to December 31, 2005 reveals one collision considered susceptible to correction by installation of an all-way stop control.

CONTACT

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SIGNATURE

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Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Appendix A
Appendix B
Attachment No. 1 Map

APPENDIX A

Warrants for 40 km/h Speed Limit

A. ROAD WIDTH			
1.	(i)	Pavement width equal to or greater than 10.5 metres and the 85 th percentile speed is equal to or less than 50 km/h	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR			
	(ii)	Pavement width less than 10.5 metres	
PAVEMENT WIDTH: 9.1 metres 85 TH PERCENTILE SPEED: 43 km/h			
AND			
B. PEDESTRIAN ENVIRONMENT			
1.	(i)	Elementary or junior high school abuts the road Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
OR			
	(ii)	Parkland abuts the road which is contiguous to and used to gain access to an elementary or junior high school Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
OR			
	(iii)	Absence of sidewalk on both sides of the road or a major portion of the road Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
OR			
C. ROAD AND TRAFFIC ENVIRONMENT			
1.	(i)	Two or more locations where grades are greater than 5%; and/or safe speed on curves is less than 50 km/h Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
OR			
	(ii)	2 or more locations where there is lack of sufficient distance to stop safely traveling at 50 km/h Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
OR			
	(iii)	Pattern of collisions where vehicle speed was identified as a factor Local streets – 3 or more over 3 years Other streets – 5 or more over 3 years Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	

APPENDIX B

Warrants for All-way “Stop” Sign Control

Study location: Park Boulevard and Thirty Fifth Street (minor or stop street)

Date: Thursday, September 7, 2006

Four-Hour Study Period 7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m.	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	71	27	64/36
Warrant Requirements for Study Period Average	≥ 250	≥ 100	$\geq 30/70$ or $\leq 70/30$

To warrant the installation of an all-way stop control, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations:

1. “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”
or
2. “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-
Major/Minor Roads”