



STAFF REPORT ACTION REQUIRED

Celestine Drive - Speed Limit Reduction

Date:	July 24, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 4 – Etobicoke Centre
Reference Number:	P:\2007\Cluster B\TRA\EtobicokeYork\eycc070094-to – AFS5643

SUMMARY

This staff report is about a matter for which Community Council has delegated authority from City Council to make the final decision.

The purpose of this report is to obtain approval to reduce the speed limit on Celestine Drive between Dixon Road and The Westway to 40 km/h.

Installing a 40 km/h speed limit on Celestine Drive is consistent with the 40 km/h Speed Limit Warrant and a logical extension of the existing 40 km/h speed limit that is posted on Celestine Drive in the area of the school on this road. Approval of this report will result in a 40 km/h speed limit being posted on Celestine Drive between Dixon Road and The Westway.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the existing 40 km/h speed limit regulation on Celestine Drive between Ludstone Drive and Powburn Place; and
2. Enacting a 40 km/h speed limit on Celestine Drive from Dixon Road to The Westway, as the requirements of the 40 km/h Speed Limit Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

ISSUE BACKGROUND

Speed studies were conducted by Transportation staff on Celestine Drive, because of a concern of a resident of this street with regard to speeding and applied the results to the 40 km/h Speed Limit Warrant. A map of the area is Attachment No. 1.

COMMENTS

Celestine Drive is a local road in the residential community between Martin Grove Road and Kipling Avenue, south of Dixon Road. The speed limit on this road is 50 km/h, except in the area of Transfiguration of our Lord Catholic School and Felix Leclerc School, where a 40 km/h speed limit is posted (between Ludstone Drive and Powburn Place). An all-way stop control exists on Celestine Drive at Learmont Drive. Pedestrian Crossovers (PXO) exist across Celestine Drive at Moford Crescent and at Ludstone Drive. There are sidewalks on both sides of Celestine Drive.

An automatic speed and volume study was conducted on Celestine Drive in the area of Jardine Place (50 km/h speed limit). The study results reveal that the majority of motorists travel at speeds less than the 50 km/h speed limit (average speed 44 km/h), with an 85th percentile speed of 53 km/h. The 85th percentile is the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions. The 24-hour volume is 1,461 vehicles.

Toronto Police Service collision records for a three-year period ending December 31, 2006, indicates one speed related collision on Celestine Drive. This motorist was not licensed to drive and was operating a stolen vehicle.

Under the current Council policy, 40 km/h speed limits may be implemented on streets where Road Width and either Pedestrian or Road and Traffic Environment criteria are met. Celestine Drive satisfies the Road Width and Pedestrian Environment criteria as set in Appendix A – Table 1 attached. Since there is a school on Celestine Drive, and this road is used by children to access the school, it is prudent to reduce the speed limit. The complete results are shown in Appendix A attached.

CONTACT

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SIGNATURE

John Niedra, P.Eng.
Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Appendix A – Table 1
Attachment No. 1: Map

APPENDIX A – TABLE 1

40 Km/h Speed Limit Warrant – Celestine Drive

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: 8.7 metres 85 TH PERCENTILE SPEED: 53 km/h	
AND			
B. PEDESTRIAN ENVIRONMENT			
1.	(i)	Elementary or junior high school abuts the road Yes <input checked="" type="checkbox"/> No <input 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 type="checkbox"/> No <input checked="" type="checkbox"/>	
OR			
	(iii)	Absence of sidewalk on both sides of the road or a major portion of the road Yes <input type="checkbox"/> No <input checked="" 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"/>	