



STAFF REPORT ACTION REQUIRED

Hunting Ridge and Widdicombe Hill - Speed Limit Reduction

Date:	August 9, 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\eycc070130-to – AFS5745

SUMMARY

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

The purpose of this report is to obtain approval to reduce the speed limit on Hunting Ridge and Widdicombe Hill to 40 km/h.

Installing a 40 km/h speed limit on Hunting Ridge and Widdicombe Hill is consistent with the 40 km/h Speed Limit Warrant. Approval of this report will result in a 40 km/h speed limit being posted on both Hunting Ridge and Widdicombe Hill.

RECOMMENDATIONS

Transportation Services recommends that the Etobicoke York Community Council approve:

1. Enacting a 40 km/h speed limit on Hunting Ridge between Kipling Avenue and Wincott Drive and on Widdicombe Hill between Kipling Avenue and Hunting Ridge, 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	\$1,600.00

ISSUE BACKGROUND

As a result of a request from Councillor Gloria Lindsay Luby, Ward 4, Etobicoke Centre, staff initiated a review of the speed limit on Hunting Ridge and Widdicombe Hill. Transportation Services staff conducted a speed study and applied the results to the 40 km/h Speed Limit Warrant. A map of the area is Attachment No. 1.

COMMENTS

Hunting Ridge and Widdicombe Hill are local roads in the residential community east of Kipling Avenue, north of Eglinton Avenue West. The speed limit on this road is 50 km/h. Traffic control signals exist at Kipling Avenue and Hunting Ridge/Clement Road as well as Kipling Avenue and Widdicombe Hill/Widdicombe Hill Boulevard. A continuous sidewalk exists on the south and east side of Widdicombe Hill and on the north side of Hunting Ridge.

Automatic speed and volume studies were conducted on Hunting Ridge and Widdicombe Hill. These studies revealed that the majority of motorists travel at speeds less than the 50 km/h speed limit. The average speed is 42 km/h on both streets with an 85th percentile speed of 50 km/h for Hunting Ridge and Widdicombe Hill. 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 1,854 vehicles and 2,427 for Hunting Ridge and Widdicombe Hill respectively.

Toronto Police Service collision records for a three-year period ending December 31, 2006, indicate no speed related collisions on either road.

Under the current City 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. Hunting Ridge and Widdicombe Hill satisfy the Road Width and Road and Traffic Environment criteria as set in Appendix A – Table 1 attached. Since there are curves and grades on these roads with recommended speeds of less than 50 km/h, 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 – Hunting Ridge and Widdicombe Hill

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: 52 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 type="checkbox"/> No <input checked="" 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 checked="" type="checkbox"/> No <input type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input 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"/>	