

Wincott Drive - Speed Limit Reduction

Date:	August 28, 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\eycc070143-to – AFS5880

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 present the results of an investigation of traffic concerns on Wincott Drive. Staff, as a result of these concerns, investigated speeding, and the need for additional all-way stop controls.

The installation of additional all-way stop controls does not achieve the minimum warrant requirements due to the low traffic volumes on the intersecting streets and the good safety record at the intersections investigated. However, installing a 40 km/h speed limit on Wincott 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 sections of Wincott Drive. Approval of this report will result in a 40 km/h speed limit being posted on Wincott Drive between Eglinton Avenue West and Nugent Road.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council:

1. Rescind the existing 40 km/h speed limit regulation on Wincott Drive between Hunting Ridge and Rockcastle Drive;
2. Rescind the existing 40 km/h speed limit regulation on Wincott Drive between The Westway and Nugent Road; and
3. Enact a 40 km/h speed limit on Wincott Drive between Eglinton Avenue West and Nugent Road 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

As a result of a request from Councillor Gloria Lindsay Luby, Ward 4, Etobicoke Centre, on behalf of an area resident concerned with speeding on Wincott Drive, staff initiated a review of the speed limit on Wincott Drive. Transportation Services staff conducted a speed study and applied the results to the 40 km/h Speed Limit Warrant. In addition, as all-way stop controls were requested, studies were conducted at Wincott Drive and Hunting Ridge Drive and at Wincott Drive and Sheffley Crescent. The results were applied to the All-way Stop Control Warrant. A map of the area is Attachment No. 1.

COMMENTS

Wincott Drive is a local road in the residential community between Islington Avenue and Kipling Avenue, north of Eglinton Avenue. The speed limit on this road is 50 km/h, between Eglinton Avenue and Hunting Ridge as well as between Rockcastle Drive and The Westway. The remaining portions of the street are posted as 40 km/h. An all-way stop control exists on Wincott Drive at Waterford Drive/Plaza driveway. Traffic control signals exist at Eglinton Avenue and at The Westway. A continuous sidewalk exists on the both sides of the road.

To address concerns, all-way stop studies were conducted at two intersections along Wincott Drive. These studies were conducted at the intersections of Wincott Drive and Hunting Ridge, as well as Wincott Drive and Sheffley Crescent. The results were then applied to the City of Toronto, All-Way Stop Control Warrant. Our study results reveal that all-way stop controls are not technically warranted due to insufficient volumes of vehicles entering both intersections from the minor street. The warrant takes into consideration vehicular/pedestrian volume entering the subject intersection and angular collisions for the past three years. In both cases, the volume entering from the minor roadway is insufficient to justify all-way stop signs.

In addition, a 24 hour automatic speed and volume count was conducted on Wincott Drive north of Hartsdale Drive, within the area posted as 50 km/h. The results indicate the 85th percentile speed (speed at which most motorist feel comfortable traveling) was recorded to be 54 km/h with an average speed of 46 km/h. In addition, the 24 hour traffic volume at this location was recorded to be 2,374 vehicles.

Toronto Police Service collision records for a three-year period ending December 31, 2006, indicates no speed related collisions on Wincott Drive. Furthermore, there have been no reported collisions, which would be considered preventable with the installation of all-way stop controls, at the two intersections studied.

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. Wincott Drive satisfies the Road Width and Road and Traffic Environment criteria as set in Appendix A – Table 1 attached since there is a curve and a grade in the road. It is prudent to reduce the speed limit to reflect these conditions.

CONTACT

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SIGNATURE

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ATTACHMENTS

Appendix A – Table 1
Appendix A – Table 2, Table 3
Attachment No. 1: Map

APPENDIX A – TABLE 1

40 Km/h Speed Limit Warrant – Wincott 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: 9.8 metres 85 TH PERCENTILE SPEED: 54 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"/>	

APPENDIX A – Table 2

Warrants for All-way “Stop” Sign Control

Study location: Wincott Drive and Hunting Ridge

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	375	92	76/24
Warrant Requirements for Study Period Average	≥250	≥100	≥30/70 or ≤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”

APPENDIX A – Table 3

Study location: Wincott Drive and Sheffley Crescent

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	189	18	91/9
Warrant Requirements for Study Period Average	≥250	≥100	≥30/70 or ≤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”