



STAFF REPORT ACTION REQUIRED

Checkendon Drive – Speed Limit Reduction

Date:	August 21, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070140-to – AFS5877

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 in the area of the intersection of Checkendon Drive and Barford Road. Staff, as a result of these concerns, investigated speeding and the need for an all-way stop at this intersection.

The installation of an all-way stop control does not achieve the minimum warrant requirements at this intersection due to very low traffic volumes and the good safety record. However, installing a 40 km/h speed limit on Checkendon Drive 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 Checkendon Drive between Watercliffe Road and Riverhead Drive.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council:

1. Enact a 40 km/h speed limit on Checkendon Drive between Watercliffe Road and Riverhead Drive, as the requirements of the 40 km/h Speed Limit Warrant are achieved;

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 400.00

ISSUE BACKGROUND

Councillor Rob Ford, Ward 2, Etobicoke North, on behalf of an area resident, requested Transportation Services staff to investigate the feasibility of implementing an all-way stop control at the intersection of Checkendon Drive and Barford Road. Also, as speeding on Checkendon Drive was expressed as a concern, speed studies were conducted. A map of the area is Attachment No. 1.

COMMENTS

Checkendon Drive and Barford Road are residential local roads located in the community east of Kipling Avenue and south of Albion Road. Checkendon Drive is the through street with stop signs on Barford Road. Sidewalks exist on both sides of both roads.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2006, has shown that there have been no reportable collisions at Checkendon Drive and Barford Road.

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council based on collision history and traffic volume. Our study results are summarized in Appendix A – Table 2. The technical warrants for the installation of an all-way stop control are not met in this instance; however, we have painted stop lines to supplement the existing stop signs in an attempt to improve stop compliance.

An automatic speed and volume study was conducted on Checkendon Drive. The study results reveal that the majority of motorists travel at speeds less than the 50 km/h speed limit (average speed of 38 km/h), with an 85th percentile speed of 49 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 recorded as 313 near Barford Road.

As speeding has been expressed as a concern, speed studies were conducted and applied to the City of Toronto, 40 km/h Speed Limit Warrant. 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. Checkendon Drive satisfies the Road Width and Road and Traffic Environment criteria as set in Appendix A – Table 1 attached, since there are two curves in the road with a safe travel speed of less than 50 km/h. It is prudent to reduce the speed limit to reflect these conditions.

CONTACT

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SIGNATURE

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Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment No 1: Map

Appendix A - Table 1

Appendix A – Table 2

APPENDIX A – TABLE 1

40 Km/h Speed Limit Warrant – Checkendon 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: 8.6 metres 85 TH PERCENTILE SPEED: 49 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			
		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: Checkendon Drive and Barford Road

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	27	18	33/67
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”