



STAFF REPORT ACTION REQUIRED

Renforth Drive, north of Highway 401 - Speed Limit Amendment

Date:	September 11, 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\eycc070046-to – AFS4375

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 change the speed limit on Renforth Drive from a point 300.0 metres north of Eglinton Avenue West (Highway 401 off-ramp) to a point 250.0 metres southwest of Silver Dart Drive, from 50 km/h to 60 km/h.

The roadway characteristics and 85th percentile speeds recorded on Renforth Drive are more consistent with roads with 60 km/h speed limits. Accordingly, a 60 km/h speed limit is appropriate on this section of Renforth Drive from a point 300.0 metres north of Eglinton Avenue to a point 250.0 metres southwest of Silver Dart Drive and would receive higher levels of compliance from motorists.

RECOMMENDATIONS

Transportation Services recommends that the Etobicoke York Community Council approve:

1. A 60 km/h speed limit on Renforth Drive from a point 300.0 metres north of Eglinton Avenue to a point 250.0 metres southwest of Silver Dart Drive from 50 km/h.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$1,000.00

ISSUE BACKGROUND

Transportation Services Division staff received a letter from an employee of a car rental company that fronts onto Renforth Drive in the area of Convair Drive, requesting an increase of the existing 50 km/h speed limit to 60 km/h on the portion of Renforth Drive north of Eglinton Avenue. In addition to this request, Transportation Services staff has received numerous complaints over the past couple of years from motorists driving this section of road that the 50 km/h speed limit is not appropriate on this road. Many of these requests are pursuant to the police speed enforcement in the area. A map of the area is Attachment No. 1.

COMMENTS

The portion of Renforth Drive between Eglinton Avenue West and Carlingview Drive is classified as a major arterial road in an industrial community. There are no driveways that provide direct access onto Renforth Drive in this area and the major businesses are car rental companies on the east side of the road, and Lester B. Pearson International Airport on the west side. An off-ramp from Highway 401 (eastbound) and on-ramps to Highway 401 (westbound) and Highway 427 (southbound) are also in this area.

The speed limit on Renforth Drive between Eglinton Avenue West and Carlingview Drive is 50 km/h. South of Eglinton Avenue to Rathburn Road, the speed limit is 40 km/h. The nature of the road changes south of Eglinton Avenue in that the road is classified as a minor residential arterial road with numerous driveways, as well as three schools.

The speed limit on Eglinton Avenue West is 70 km/h west of Renforth Drive and 60 km/h to the east of Renforth Drive. International Boulevard, which acts as an extension of Renforth Drive has a 50 km/h speed limit. Carlingview Drive, which is also a major arterial road, has a 60 km/h speed limit.

As part of our evaluation, Transportation Services Division staff conducted radar speed studies on Renforth Drive with the following results:

Speed Limit: 50 km/h

Location on Renforth Drive	Average Speed	85th Percentile Speed
South of Highway 401	61 km/h	68 km/h
North of Highway 401	66 km/h	76 km/h
North of Convair Drive	61 km/h	70 km/h

The 85th percentile is the speed at or below which the majority of reasonable motorists feel comfortable travelling based on the existing traffic volumes and surrounding conditions.

When determining an appropriate speed limit on an arterial road we examine a number of different factors, which include the 85th percentile speed, the adjacent land use and the roadway conditions. We often find that motorists tend to travel at speeds they feel comfortable based on the physical characteristics of the road rather than on the posted speed limit. Typically, on major arterial roads, 50 km/h speed limits are more appropriate in residential areas with lower density development and direct residential frontage/driveways onto the road. These areas tend to have a “residential feel” that most motorists adapt to when driving by reducing their speeds.

The section of Renforth Drive north of Eglinton Avenue West has industrial/commercial land use on both sides of the street, no direct driveway access and good sightlines. As shown by our speed study results, the majority of reasonable and prudent motorists are comfortable travelling at speeds well above the 50 km/h speed limit, and are driving at a speed reflective of the road nature not the speed limit. In fact, only between 3% and 9% of motorists were recorded travelling at speeds below 50 km/h.

Based on our speed study results, and the nature of the road, 60 km/h is a more appropriate speed limit on Renforth Drive from the area immediately south of Highway 401 to a point 250.0 metres southwest of Silver Dart Drive. We are not recommending that the speed limit extend as far south as Eglinton Avenue, or as far north as Carlingview Drive as there are two curves in the road, one immediately west of Silver Dart Drive and one north of Eglinton Avenue that have safe travel speeds of 50 km/h. The speed limit should remain at the current speed to reflect this condition.

Our review of the collisions on this section of Renforth Drive did not reveal a pattern of collisions for the period from January 1, 2003 to December 31, 2005.

Although this section of Renforth Drive is within Ward 2, (Councillor Ford), we have also advised Ward 3 Councillor Doug Holyday of the recommendation as Renforth Drive, south of the Hwy 401 is within this Ward. In addition, staff from the City of Mississauga, and the Toronto Police Service, 23 Division has been advised of this recommendation.

CONTACT

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SIGNATURE

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ATTACHMENTS: Attachment No. 1: Map