



STAFF REPORT ACTION REQUIRED

Bexley Crescent - Speed Limit Amendment

Date:	January 22, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080019-to

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 enact a 40 km/h speed limit on Bexley Crescent between Jane Street and East Drive.

Installing a 40 km/h speed limit on Bexley Crescent 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 Bexley Crescent between Jane Street and East Drive.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Enacting a 40 km/h speed limit on Bexley Crescent between Jane Street and East Drive, 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	\$800.00

ISSUE BACKGROUND

Transportation Services received a request from Councillor Frances Nunziata, on behalf of area residents to have staff determine if a lower (40 km/h) speed limit is warranted on Bexley Crescent.

COMMENTS

Bexley Crescent is a local road in the residential community west of Jane Street and north of East Drive. The daily volume of traffic on this road is approximately 300 vehicles. The speed limit on this road is currently 50 km/h.

Bexley Crescent operates one-way westbound to southbound to Pendeen Avenue where it converts to a two-way operation and continues to East Drive. There is a stop control on Bexley Crescent at East Drive and a stop control for westbound traffic on Pendeen Avenue at Bexley Crescent. The width of Bexley Crescent is 7.5 meters. There are sidewalks on the south side of this street. There is a ninety degree curve on Bexley Crescent north of Pendeen Avenue as indicated on the attached Map No. 1.

Bexley Crescent is a route that is used by area residents and school children to access Roseland School to the north and Noble Park to the south off East Drive. The bend in the roadway has area residents concerned as it creates visibility problems for both motorists and pedestrians.

Automatic speed studies were conducted on Bexley Crescent. These study results reveal that the majority of motorists travel at speeds less than the 50 km/h speed limit, with an operating or 85th percentile speed of 47 km/h. The 85th percentile is the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions.

Under the current Council policy, 40 km/h speed limits may be implemented on streets where the Road Width and either Pedestrian or Road and Traffic Environment criteria are met. Bexley Crescent satisfies the Road Width and Road and Traffic Environment criteria as set in the table in Appendix “A” attached. Since there is a 90° curve on Bexley Crescent that creates visibility problems, an existing speed limit of 50 km/h and a transition from a one-way to a two-way roadway, it is prudent to reduce the speed limit on this road to 40 km/h. The complete results are shown in Appendix “A” attached.

Based on the aforementioned, a 40 km/h speed limit is recommended on Bexley Crescent between Jane Street and East Drive.

CONTACT

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SIGNATURE

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

ATTACHMENTS

Appendix A
Attachment No. 1: Map

APPENDIX “A”

40 Km/h Speed Limit Warrant – Bexley Crescent

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
		OR
	(ii)	Pavement width less than 10.5 metres
		PAVEMENT WIDTH: 7.5 metres 85 TH PERCENTILE SPEED: 47 km/h
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		
AND		
B. PEDESTRIAN ENVIRONMENT		
1.	(i)	Elementary or junior high school abuts the road 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 checked="" type="checkbox"/> No <input 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"/>
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"/>
		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"/>
Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		