



## STAFF REPORT ACTION REQUIRED

### Raymore Drive - Speed Limit Amendment

<b>Date:</b>	June 9, 2008
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 2 – Etobicoke North
<b>Reference Number:</b>	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080088-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 reduce the speed limit on Raymore Drive between Scarlett Road and the east limit of the road.

Installing a 40 km/h speed limit on Raymore 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 Raymore Drive between Scarlett Road and the east limit of the road.

#### **RECOMMENDATIONS**

**Transportation Services recommends that Etobicoke York Community Council approve:**

1. A 40 km/h speed limit on Raymore Drive between Scarlett Road and the east limit of the 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	\$1,000.00

## **ISSUE BACKGROUND**

Transportation Services staff met with Councillor Rob Ford, Ward 2, Etobicoke North and an area resident regarding concerns with the speed of traffic on Raymore Drive. To quantify concerns, speed studies were conducted by Transportation Services staff on Raymore Drive. The study results were applied to the 40 km/h Speed Limit Warrant. A map of the area is Attachment No. 1.

## **COMMENTS**

Raymore Drive is a local two-way roadway located south of Lawrence Avenue West and east of Scarlett Road which at the easterly terminus of the road turns into the access road to Raymore Park. The surrounding land area consists of detached single family dwellings and parkland. The statutory speed limit for Raymore Drive is 50 km/h within the study area. Raymore Drive is built to urban standards (curb and gutter). However, the majority of the street does not have a sidewalk on either side of the roadway.

Automatic speed and volume studies were conducted on Raymore Drive. These study results reveal that the majority of motorists travel at speeds less than the 50 km/h speed limit with an 85<sup>th</sup> percentile speed of 39 km/h. The 85<sup>th</sup> percentile is the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions. The 24-hour volume was recorded as 135 vehicles.

Toronto Police Service collision records for a three-year period ending December 31, 2006, indicate that there have been no reported collisions on Raymore Drive.

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. Raymore Drive satisfies the Road Width and Pedestrian Environment criteria as set in Appendix A – Table 1 attached, since there are no sidewalks on either side of the road. It is prudent to reduce the speed limit to reflect this condition.

## **CONTACT**

Kevin Akins, Transportation Services - Etobicoke York District  
Tel: (416) 394-6046; Fax: (416) 394-8942  
E-mail: [krakins@toronto.ca](mailto:krakins@toronto.ca)

## **SIGNATURE**

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John Niedra, P.Eng.  
Director, Transportation Services-Etobicoke York District  
AFS8025

## **ATTACHMENTS**

Appendix A – Table 1  
Attachment No. 1: Map

## APPENDIX A – TABLE 1

### 40 Km/h Speed Limit Warrant – Raymore Drive

<b>A. ROAD WIDTH</b>			
1.	(i)	Pavement width equal to or greater than 10.5 metres and the 85 <sup>th</sup> percentile speed is equal to or less than 50 km/h	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>OR</b>			
	(ii)	Pavement width less than 10.5 metres	
PAVEMENT WIDTH: 7.0 to 8.5 metres 85 <sup>TH</sup> PERCENTILE SPEED: 39 km/h			
<b>AND</b>			
<b>B. PEDESTRIAN ENVIRONMENT</b>			
1.	(i)	Elementary or junior high school abuts the road Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>OR</b>			
	(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"/>	
<b>OR</b>			
	(iii)	Absence of sidewalk on both sides of the road or a major portion of the road Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
<b>OR</b>			
<b>C. ROAD AND TRAFFIC ENVIRONMENT</b>			
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 type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<b>OR</b>			
	(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"/>	
<b>OR</b>			
	(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"/>	