

Jeffcoat Drive - Speed Limit Amendment

Date:	November 29, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080008-to – AFS6659

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 to 40 km/h to encompass all of Jeffcoat Drive, between Westhumber Boulevard and Kearney Drive (north intersection).

Extending the 40 km/h speed limit on Jeffcoat 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 all of Jeffcoat Drive, between Westhumber Boulevard and Kearney Drive, north intersection.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the existing 40 km/h speed limit on Jeffcoat Drive between Rex Gate and a point 183.0 metres east of Porterfield Road;
2. Rescinding the existing 40 km/h speed limit on Jeffcoat Drive between Martin Grove Road and Kearney Drive (north intersection); and
3. Enacting a 40 km/h speed limit on Jeffcoat Drive between Westhumber Boulevard and Kearney Drive (north intersection), 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	\$900.00

ISSUE BACKGROUND

Speed studies were conducted on Jeffcoat Drive by Transportation Services staff because of residents concerns regarding speeding. The study results were applied to the 40 km/h Speed Limit Warrant. In addition, all-way stop controls were requested by residents, through the area Councillor, at the intersection of Jeffcoat Drive and Billcar Road, and Jeffcoat Drive and Gunton Drive. A map of the area is Attachment No. 1.

COMMENTS

Jeffcoat Drive is a local road in the residential community north of Rexdale Boulevard in the area of Martin Grove Road. The legal speed limit on Jeffcoat Drive is currently 50 km/h except for the section of road between Rex Gate and a point 183.0 metres east of Porterfield Road, as well as the section of road between Martin Grove Road and Kearney Drive (north intersection) where a 40 km/h speed limit is posted. Jeffcoat Drive is bisected by Martin Grove Road and traffic control signals exist at this intersection. All-way stop controls currently exist on Jeffcoat Drive at Porterfield Road and at Rex Gate. There are numerous curves in the roadway. Sidewalks are on both sides of the road.

Automatic speed and volume studies were conducted at two locations on Jeffcoat Drive. These study results reveal that the majority of motorists travel at speeds less than the 50 km/h speed limit 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 was recorded between 880 and 938 vehicles.

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. Jeffcoat Drive satisfies the Road Width and Road and Traffic Environment criteria as set in Appendix A – Table 1 attached, since there are numerous curves in the road with a recommended travel speed of less than 50 km/h. It is prudent to reduce the speed limit to reflect this condition.

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 and Table 3. The technical warrants for the installation of an all-way stop control are not met in this instance at either intersection (Jeffcoat Drive and Billcar Road, and Jeffcoat Drive and Gunton Drive) and no conflicts were observed during our investigation with motorists appearing to not be confused as to the right of way.

Our review of the Toronto Police Services collision records for the past three years for which we have complete data (January 1, 2004 to December 31, 2006) for Jeffcoat Drive and Billcar Road, and Jeffcoat Drive and Gunton Drive reveals that there have been no reported collisions that would be considered preventable with the installation of an all-way stop.

Given all of the foregoing, it has been concluded that the implementation of a 40 km/h speed limit on all of Jeffcoat Drive is warranted. The all-way stop controls are not warranted and not recommended.

CONTACT

Bruce Clayton-Etobicoke York District
Tel: (416) 394-8408; Fax: (416) 394-8942
E-mail: clayton@toronto.ca

SIGNATURE

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

ATTACHMENTS

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

APPENDIX A – TABLE 1

40 Km/h Speed Limit Warrant – Jeffcoat 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: 8.5 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			
	(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: Jeffcoat Drive and Billcar Road

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	59	7	89/11
Warrant Requirements for Study Period Average	≥ 250	≥ 100	$\geq 30/70$ or $\leq 70/30$

APPENDIX A – Table 3

Warrants for All-way “Stop” Sign Control

Study location: Jeffcoat Drive and Gunton Drive

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	76	55	50/50
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”