



**STAFF REPORT
ACTION REQUIRED**

Ripplewood Road, Cobble Hills and Lincoln Woods Court – Speed Limit Amendment and Yield Control

Date:	January 12, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 4 – Etobicoke Centre
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090036-to

SUMMARY

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the installation of a yield sign on Ripplewood Road at the intersection of Cobble Hills/Lincoln Woods Court and to obtain approval to reduce the speed limit to 40 km/h on Ripplewood Road, Cobble Hills and Lincoln Woods Court.

The intersection of Ripplewood Road at Cobble Hills/Lincoln Woods Court is currently uncontrolled and the installation of a yield control will define right-of-way, enhancing traffic management and safety at this location.

In addition, a staff assessment has determined that the criteria for the installation of 40 km/h speed limits are achieved, in that the findings are consistent with the 40 km/h Speed Limit Warrant on Ripplewood Road, Cobble Hills and Lincoln Woods Court.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Installing a yield control on Ripplewood Road at the intersection of Cobble Hills/Lincoln Woods Court.
2. Enacting a 40 km/h speed limit on Ripplewood Road between Edenbrook Hill and Cobble Hills/Lincoln Woods Court, as the requirements of the 40 km/h Speed Limit Warrant are achieved.

3. Enacting a 40 km/h speed limit on Cobble Hills between Royal York Road and Ripplewood Road, as the requirements of the 40 km/h Speed Limit Warrant are achieved.
- 4 Enacting a 40 km/h speed limit on Lincoln Woods Court between Ripplewood Road and the north end of Lincoln Woods Court, 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

Transportation Services received a request from Councillor Gloria Lindsay Luby to determine if traffic control measures are required at the intersection of Ripplewood Road at Cobble Hills/Lincoln Woods Court. Currently this intersection is an uncontrolled “T” type intersection. A map of the area is Attachment No. 1.

In addition, concerns with vehicular speeds on Ripplewood Road were also mentioned. To quantify concerns, speed studies were conducted by Transportation Services staff on Ripplewood Road. The study results were applied to the 40 km/h Speed Limit Warrant.

COMMENTS

Ripplewood Road, Cobble Hills and Lincoln Woods Court are 8.5 metre to 9.8 metre wide two-way local roads built to rural standards (ditches and swales) and currently have legal speed limits of 50 km/h. There are no sidewalks on either side of the three subject streets. The surrounding area is comprised of mainly single family homes.

The intersection of Ripplewood Road and Cobble Hills is an uncontrolled “T” type intersection located in the community to the south of Eglinton Avenue and to the west of Royal York Road. Since the intersection is currently uncontrolled and there are no traffic control devices at this intersection, right-of-way is determined by the basic right-of-way rule. The rule, as stated in section 135, sub-sections (2) & (3) of the Highway Traffic Act, is “every driver approaching an intersection shall yield the right-of-way to any vehicle in the intersection that has entered from an intersecting highway” and “when two vehicles enter the intersection from intersecting highways at approximately the same time, the driver on the left shall yield the right-of-way to the vehicle on the right”.

Each leg of this “T” type intersection is designated with a different street name. Cobble Hills runs between Royal York Road and the subject intersection at which time the continuation of the roadway changes names to Lincoln Woods Court while Ripplewood Road forms the stem of the “T” (see attached map).

To assess traffic conditions at the intersection, a peak hour observation was conducted in which all movements were recorded. Although we did not observe any conflicts within the intersection, we did record sufficient volume to justify some form of right-of-way control. Results of our study are outlined in Appendix A.

Automatic speed and volume studies were conducted on Ripplewood Road. 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 39 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 as 135 vehicles.

Our review of the Toronto Police Services collision records for the past three years for which we have complete data (January 1, 2005 to December 31, 2005) for Ripplewood Road, Cobble Hills and Lincoln Woods Court reveals that there have been no reported collisions on any of these streets.

Based on the results of our studies and observations, it is concluded that some form of traffic control is required at this intersection to avoid potential conflicts and more clearly define the right-of-way. Based on the geometrics of the intersection, good sightlines from all approaches and the vehicle usage of the intersection, we have determined that a yield sign on Ripplewood Road at Cobble Hills/Lincoln Woods Court is the most appropriate form of right-of-way control.

In addition, 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. Ripplewood Road, Cobble Hills and Lincoln Woods Court all satisfy the Road Width and Pedestrian Environment criteria as set in Appendix B 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

AFS9324

SIGNATURE

John Niedra, P.Eng.

Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Appendix A

Appendix B

Attachment No. 1: Map

APPENDIX A

Turning Movement Count Summary

**Ripplewood Road and Cobble Hills/Lincoln Wood Court
8:00 a.m. to 9:00 a.m.**

Cobble Hills (northbound)	Ripplewood Road (eastbound)	Lincoln Woods Court. (southbound)	Total Volume
6	15	3	24

APPENDIX B

40 Km/h Speed Limit Warrant – Ripplewood Road, Cobble Hills and Lincoln Wood Court

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 to 9.8 metres 85 TH PERCENTILE SPEED: 41 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 checked="" type="checkbox"/> No <input 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 checked="" type="checkbox"/> No <input 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 type="checkbox"/> No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/> No <input checked="" 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"/>	