



**STAFF REPORT  
ACTION REQUIRED**

**Royal York Road/Edenbridge Drive Community – Speed Limit Amendment**

<b>Date:</b>	January 14, 2009
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 4 – Etobicoke Centre
<b>Reference Number:</b>	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090035-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 obtain approval to reduce the speed limit on Country Club Drive as well as on the streets within the community to the west of Royal York Road and north of Edenbridge Drive.

A staff assessment has determined that the criteria for the establishment of a 40 km/h speed limit are achieved, in that the findings are 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 Country Club Drive, Edenbrook Hill, Woodmere Court, Hunthill Court and Darlingbrook Crescent.

**RECOMMENDATIONS**

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

1. Enacting 40 km/h speed limits on Country Club Drive, Edenbrook Hill, Woodmere Court, Hunthill Court and Darlingbrook Crescent, 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	\$1,800.00

## **ISSUE BACKGROUND**

Transportation Services staff received a request from Councillor Gloria Lindsay Luby, forwarding concerns of a resident of Country Club Drive, regarding speeding on the street, especially in the vicinity of the curves in the road. To quantify concerns, speed studies were conducted by Transportation Services staff on Country Club Drive. The study results were applied to the 40 km/h Speed Limit Warrant. While conducting our studies it was noted that the other streets in the community have similar geometric conditions that would also satisfy the 40 km/h Speed Limit Warrant. A map of the area is Attachment No. 1.

## **COMMENTS**

Country Club Drive is an 8.5 metre wide two-way local road built to rural standards with a speed limit of 50 km/h. The street does not have a sidewalk on either side of the roadway. The surrounding land uses consist of detached single family dwellings. Parking is allowed on both sides of the road up to the city wide unposted three hour limit.

Automatic speed and volume studies were conducted on Country Club 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 43 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 366 vehicles.

Toronto Police Service collision records for a three-year period ending December 31, 2007, indicate that there have been no reported collisions on Country Club 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. Country Club Drive, Edenbrook Hill, Woodmere Court, Hunthill Court and Darlingbrook Crescent all satisfy the Road Width and Pedestrian criteria as set in the attached Appendix A, since there are no sidewalks on either side of the road. It is prudent to reduce the speed limit to reflect these conditions.

## **CONTACT**

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## **SIGNATURE**

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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**

**Country Club Drive, Edenbrook Hill, Woodmere Court, Hunthill Court  
and Darlingbrook Crescent**

<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	
<i>PAVEMENT WIDTH: 7.3 to 8.5 metres</i> <i>85<sup>TH</sup> PERCENTILE SPEED: 43 km/h</i>		

**AND**

<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"/>	

**OR**

<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"/>	