



STAFF REPORT ACTION REQUIRED

St. Phillips Road – Speed Limit Amendment

Date:	April 20, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090074-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 St. Phillips Road between Dixon Road and a point 60.0 metres south of Riverview Heights. As the 40 km/h Speed Limit Warrant requirements are achieved, a 40 km/h speed limit is recommended on St. Phillips Road between Dixon Road and a point 60.0 metres south of Riverview Heights.

Although residents also requested that heavy trucks be prohibited at all times on St. Phillips Road, we are recommending retaining the existing overnight prohibition (7:00 p.m. to 7:00 a.m.) and continuing to allow trucks during the day.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Enacting a 40 km/h speed limit on St. Phillips Road between Dixon Road and a point 60.0 metres south of Riverview Heights.
2. That the existing “No Heavy Trucks, 7 p.m. to 7 a.m.” regulation be retained.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

ISSUE BACKGROUND

Transportation Services staff received a request from Councillor Rob Ford, forwarding concerns of a resident of St. Phillips Road, regarding speeding and heavy vehicles on the street. In addition, Transportation Services was also contacted by another resident with similar concerns. To quantify concerns, speed studies were conducted by Transportation Services staff on St. Phillips Road. The study results were applied to the 40 km/h Speed Limit Warrant. A map of the area is Attachment 1.

COMMENTS

St. Phillips Road is classified as a major arterial road that runs between Dixon Road and Weston Road. The southerly portion of the road has a three lane cross-section with a pavement width of 9.8 metres while the northerly half has a four lane cross-section with a pavement width of 15.8 metres. All of St. Phillips Road is built to urban standards (curb and gutter) with a continuous sidewalk located on the east side. The current speed limit is 50 km/h. Heavy trucks are permitted on St. Phillips Road only between the hours of 7:00 a.m. and 7:00 p.m. Traffic control signals are located at both Dixon Road and Weston Road. The Toronto Transit Commission (TTC) operates bus service on this road.

Automatic speed and volume counts were conducted on St. Phillips Road, south of Riverview Heights, during the first week of March. The results indicated that a total of 20,057 vehicles were recorded on St. Phillips Road within a 24- hour period. The recorded volume was close to being an even split between northbound and southbound traffic. The study revealed that the average speed was 56 km/h while the 85th percentile speed was 64 km/h (85th percentile speed is the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions).

As this particular automatic count was south of Riverview Heights, where the road narrows and the residential frontages begin, an additional radar spot speed study was conducted further south, closer to Braywin Drive (near house number 20). The results of this study reveal better speed limit compliance as motorists do reduce their speeds as the road narrows and they approach/depart the curve in the road. This study revealed the average speed was 50 km/h with the 85th percentile speed being 56 km/h.

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. St. Phillips Road satisfies the Road Width and Road and Traffic Environment criteria as set in the attached Appendix A, since there is one bend in the road in which the safe speed is less than 50 km/h and the road grade is greater than 5%. It is prudent to reduce the speed limit to reflect these conditions.

A review of the Toronto Police Services collision records, for the most recent three year period for which we have complete data (January 1, 2006 to December 31, 2008), revealed that there have been a total of 11 collisions reported for St. Phillips Road between Dixon Road and Weston Road. Although the collision history does not indicate any particular patterns, three collisions were recorded in 2008 which involved vehicles losing control and coming into contact with the hydro pole in front of #47 St. Phillips Road. In two of the three collisions, there were underlying circumstances involved. Furthermore, none of the collision reports indicate that excessive vehicle speeds were involved in these collisions. Although there have been three reported collisions within one year at this location only one collision was recorded at this location for the three prior years (January 2005 to December 2007).

Further to the request to prohibit trucks at all time on St. Phillips Road, when considering prohibiting trucks from travelling on an arterial road, we have to be cognizant of the impact of this regulation on the parallel roads. St. Phillips Road is comprised of single family homes, church/cemetery and golf course, all of which have direct access. Very similar conditions also exist on Islington Avenue, Dixon Road and Weston Road in which the properties that front on to these streets also have direct access to the arterial road.

In the past, we have received requests from residents of Royal York Road, Islington Avenue and Kipling Avenue to also prohibit trucks from using these streets at all times, however, for consistency we have retained the same overnight prohibition on these streets as well. We realize that if you prohibit trucks from using one of the streets, the trucks will be shifted, in this case from St. Phillips Road onto Islington Avenue or Weston Road. It is important to note that heavy trucks are exempt from these regulations if they are using these roads to make deliveries to properties that can not be reached except by using the prohibited road. In addition, TTC vehicles are exempt. During the day, approximately 2% of the traffic on St. Phillips Road is classified as heavy trucks.

CONTACT

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SIGNATURE

John Niedra, P.Eng.
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ATTACHMENTS

Appendix A
Attachment 1: Map

Attachment 1: Heavy Truck Map

APPENDIX A

40 Km/h Speed Limit Warrant – St. Phillips Road

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	
<i>PAVEMENT WIDTH: 9.8 to 15.8 metres</i> <i>85TH PERCENTILE SPEED: 56 km/h and 64 km/h</i>			

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"/>	