



**STAFF REPORT  
ACTION REQUIRED**

**Charleston Road – 40 km/h Speed Limit Warrant  
Analysis**

<b>Date:</b>	May 19, 2009
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 5 – Etobicoke-Lakeshore
<b>Reference Number:</b>	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090096-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 present the results of a 40 km/h speed limit warrant analysis for Charleston Road between Swan Avenue and Bloor Street West.

As the 40 km/h Speed Limit Warrant requirements are not achieved, a 40 km/h speed limit is not recommended on Charleston Road between Swan Avenue and Bloor Street West.

**RECOMMENDATIONS**

**Transportation Services recommends that Etobicoke York Community Council not approve:**

1. Enacting 40 km/h speed limit on Charleston Road between Swan Avenue and Bloor Street West as the 40 km/h speed limit warrant is not achieved.

**Financial Impact**

There are no financial implications related to the adoption of this report.

**ISSUE BACKGROUND**

Transportation Services staff received correspondence from Councillor Peter Milczyn, forwarding a request of a local resident to have the speed limit lowered to 40 km/h on Charleston Road. A map of the area is Attachment 1.

## **COMMENTS**

Charleston Road is an 8.5 metre wide two-way local road built to urban standards with a speed limit of 50 km/h. A sidewalk is located on the west side of the road for its entire length between Swan Avenue and Bloor Street West. There is a sidewalk on the east side of the road between Swan Avenue and a point just south of Rockfield Drive; and, between Bloor Street West and a point just north of Mervyn Avenue. The surrounding land use is zoned second density residential. 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 Charleston Road. These study results reveal that the majority of motorists travel at speeds less than the 50 km/h speed limit with an operating or 85<sup>th</sup> percentile speed of 52 km/h. The 85<sup>th</sup> percentile is the speed at or below which the 85 percent of the motorists feel comfortable travelling under the existing roadway conditions. The 24-hour volume was recorded as 642 vehicles.

Toronto Police Service collision records for a three-year period ending December 31, 2008, indicate that there have been no reported collisions on Charleston Road.

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. Charleston Road does not satisfy the Pedestrian or Road and Traffic Environmental criteria as set in the attached Appendix A. Based on the non-compliance of the warrants, staff does not recommend a lower (40 km/h) speed limit on Charleston Road.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

Appendix A  
Attachment 1: Map

## APPENDIX A 40 km/h Speed Limit Warrant

### Charleston Road

<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: <b>8.5 metres</b> 85 <sup>TH</sup> PERCENTILE SPEED: <b>52 km/h</b>			

**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 type="checkbox"/> No <input checked="" 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 type="checkbox"/> No <input checked="" 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"/>	