



STAFF REPORT ACTION REQUIRED

Alhart Drive - Speed Limit Amendment

Date:	June 9, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 1 – Etobicoke North
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090104-to

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 on Alhart Drive.

A staff assessment has determined that the criteria for the installation 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 Alhart Drive between Calstock Drive and Thistle Down Boulevard.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Enacting a 40 km/h speed limit on Alhart Drive between Calstock Drive and Thistle Down Boulevard, 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	\$800.00

ISSUE BACKGROUND

Transportation Services staff received a request from Councillor Suzan Hall, Ward 1, Etobicoke North, on behalf of an area resident to examine speeding concerns and the need for an all-way stop at the intersection of Alhart Drive and Bankfield Drive. To quantify concerns, speed studies were conducted by Transportation Services staff on Alhart Drive and Bankfield Drive. The study results were applied to the 40 km/h Speed Limit Warrant. Also, a turning movement count was conducted at the intersection of Alhart Drive and Bankfield Drive and the results applied to the All-Way Stop Control Warrant. A map of the area is Attachment 1.

COMMENTS

Alhart Drive and Bankfield Drive are 8.5 metre wide two-way local roads built to urban standards with a speed limit of 50 km/h on Alhart Drive and a 40 km/h speed limit on Bankfield Drive. Both streets have sidewalks on both sides of the roadway near the intersection. The surrounding land area consists of single family residential dwellings. A stop sign exits stopping traffic on Bankfield Drive at Alhart Drive.

Automatic speed and volume studies were conducted on Alhart Drive and Bankfield 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 43 km/h on Alhart Drive and 47km/h on Bankfield Drive. 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 524 vehicles on Alhart Drive and 355 vehicles on Bankfield Drive.

Toronto Police Service collision records for a three-year period ending December 31, 2007, indicate that there have been no reported collisions at this intersection or speed related collisions on either 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. Alhart Drive satisfies both the Road Width and Road and Traffic Environment criteria as set in the attached Appendix A: Table 1, since the road has two curves with a safe travel speed of less than 40 km/h. It is prudent to reduce the speed limit to reflect these conditions.

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. The technical warrants for the installation of an all-way stop control are not met in this instance and no vehicular conflicts or motorist confusion with respect to right-of-way were observed during our investigation.

CONTACT

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SIGNATURE

John Niedra, P.Eng.

Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Appendix A Table 1

Appendix A Table 2

Attachment 1: Map

**APPENDIX A – TABLE 1
40 km/h Speed Limit Warrant – Berry Creek 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
OR		
	(ii)	Pavement width less than 10.5 metres
		<i>PAVEMENT WIDTH: 8.5 metres</i> <i>85TH PERCENTILE SPEED: 43 km/h</i>
		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

AND

B. PEDESTRIAN ENVIRONMENT		
1.	(i)	Elementary or junior high school abuts the road 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"/>
		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"/>
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"/>
		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

APPENDIX A – Table 2

Warrants for All-way “Stop” Sign Control

Study location: Alhart Drive and Bankfield Drive

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	63	23	64/36
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”