



## STAFF REPORT ACTION REQUIRED

### Liverpool Street and Castleton Avenue – All-Way Stop Control; and Liverpool Street – Speed Limit Amendment

<b>Date:</b>	September 18, 2009
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 11 – York South-Weston
<b>Reference Number:</b>	P:\2009\Cluster B\TRA\EtobicokeYork\eycc090130-tp

#### 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 respond to a request from residents of Liverpool Street to address concerns about speeding on Liverpool Street. Also requested was an all-way stop at the intersection of Castleton Avenue at Liverpool Street.

A staff assessment has determined that the criteria for the installation of an all-way stop control for the intersection of Liverpool Street and Castleton Avenue has not been achieved; however, as the 40 km/h Speed Limit Warrant requirements are achieved, a 40 km/h speed limit is recommended on Liverpool Street between Castleton Avenue and Runnymede Road.

#### RECOMMENDATIONS

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

1. Enacting a 40 km/h speed limit on Liverpool Street between Castleton Avenue and Runnymede Road.

#### Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division Operating Budget	\$500.00

## **ISSUE BACKGROUND**

Councillor Frances Nunziata, on behalf of residents of Liverpool Street, requested Transportation Services staff to determine the feasibility of implementing peak period turn prohibitions northbound from Runnymede Road onto Liverpool Street (addressed in a separate report). In addition, residents also requested staff to review the feasibility of implementing an all-way stop control at the intersection of Castleton Avenue and Liverpool Street and to review speeding on Liverpool Street between Castleton Avenue and Runnymede Road. A map of the area is Attachment No. 1.

## **COMMENTS**

Liverpool Street between Castleton Avenue and Runnymede Road is an 8.45 metre wide two-way local residential road with a posted speed limit of 50 km/h. There are sidewalks on both sides of Liverpool Street, however, they are not continuous as sections of sidewalk are missing on the north side of Liverpool Street, just east of Castleton Avenue and on the south side of Liverpool Street, just west of Runnymede Road. Parking is prohibited at all times on the north side of the road but is allowed on the south side of the road up to the city wide unposted three hour limit. Two parking lots which accommodate overnight permit parking, 9:00 p.m. to 9:00 a.m. daily, exist at either end of the street. The surrounding area is comprised of mainly single family homes.

Castleton Avenue, between St. Clair Avenue West and Henrietta Street, is an 8.7 metre wide two-way collector road, with a posted speed limit of 40 km/h. Liverpool Street intersects with Castleton Avenue to form a “T” type intersection to the north of St. Clair Avenue West and west of Runnymede Road. This intersection is currently controlled by a stop sign for westbound traffic on Liverpool Street. The TTC operates bus service via Runnymede Road/Henrietta Street/Castleton Avenue.

### **Liverpool Street and Castleton Avenue – All-Way Stop Control**

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.

Our review of the Toronto Police Services collision records for the past three years for which we have complete data (January 1, 2006 to December 31, 2008) for Castleton Avenue at Liverpool Street reveals that there have been no reported collisions at this intersection.

Based on the geometrics of the intersection, good sightlines from all approaches and the vehicle usage of the intersection, we have determined that stop signs for northbound and southbound traffic on Castleton Avenue at Liverpool Street are not warranted.

## **Liverpool Street – Speed Limit Amendment**

Automatic speed and volume studies were conducted on Liverpool Street. 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 906 vehicles.

Toronto Police Service collision records for a three-year period ending December 31, 2007, indicate that there have been no reported collisions on Liverpool Street.

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. Liverpool Street satisfies the Road Width and Pedestrian criteria as set in the attached Appendix B, since there are only partial 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:**

Attachment 1:           Map  
Appendix A  
Appendix B



## APPENDIX B

### 40 Km/h Speed Limit Warrant – Liverpool Street

<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>8.45 metres</b> 85 <sup>TH</sup> PERCENTILE SPEED: <b>43 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 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"/>	