



## STAFF REPORT ACTION REQUIRED

### Redgrave Drive – Speed Limit Amendment

<b>Date:</b>	November 30, 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:\2010\Cluster B\TRA\EtobicokeYork\eycc100006-to

### SUMMARY

This staff report is about a matter that 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 Redgrave Drive, between Clarion Road and Martin Grove Road (south intersection).

A staff assessment has determined that the criteria for installing a 40 km/h speed limit are achieved, in that the findings are consistent with the 40 km/h Speed Limit Warrant. Approving this report will result in a 40 km/h speed limit regulation along the entire length of Redgrave Drive.

### RECOMMENDATIONS

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

1. Rescinding the existing 40 km/h speed limit on Redgrave Drive between Martin Grove Road and Clarion Road.
2. Enacting a 40 km/h speed limit on Redgrave Drive between Martin Grove Road (north intersection) and Martin Grove Road (south intersection), 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	\$1,200.00

## ISSUE BACKGROUND

Transportation Services staff received a request from Councillor Gloria Lindsay Luby, forwarding concerns of area residents regarding speeding on the street. To quantify concerns, speed studies were conducted by Transportation Services staff on Redgrave Drive. The study results were applied to the 40 km/h Speed Limit Warrant. A map of the area is Attachment 1.

## COMMENTS

Redgrave Drive is an 8.5 metre, two-way local road located in the community to the west of Martin Grove Road, the north of Eglinton Avenue. Redgrave Drive is constructed to urban standards (curb and gutter) with sidewalks on both sides of the roadway. Parkfield School is located on Redgrave Drive, west of the north intersection of Martin Grove Road.

The speed limit on the majority of the street is 50 km/h; however, a small section of the road near Parkfield School has a speed limit of 40 km/h.

Automatic speed and volume studies were conducted at two locations on Redgrave Drive, one to the east of Clarion Road, within the 40 km/h section, and one to the southwest of Clarion Road in the area with a 50 km/h speed limit, with the following results.

Location: Redgrave Drive, southwest of Clarion Road (50 km/h speed limit)						
Count Date: September 11, 2009						
Time Period	Northbound			Southbound		
September 11, 2009	Traffic Volume (Veh/Hour)	85 <sup>th</sup> %-tile Speed (km/h)	10 km/h Pace (km/h)	Traffic Volume (Veh/Hour)	85 <sup>th</sup> %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	64	44		70	47	
p.m. Peak Hour	67	49		45	45	
Total 24 Hour	610	49	36-45	640	50	36-45

Location: Redgrave Drive, east of Clarion Road (40 km/h speed limit)						
Count Date: September 10, 2009						
Time Period	Westbound			Eastbound		
September 10, 2009	Traffic Volume (Veh/Hour)	85 <sup>th</sup> %-tile Speed (km/h)	10 km/h Pace (km/h)	Traffic Volume (Veh/Hour)	85 <sup>th</sup> %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	60	45		12	47	
p.m. Peak Hour	66	46		91	48	
Total 24 Hour	621	49	36-45	671	49	36-45

The 85<sup>th</sup> percentile and 10 km/h pace speed are statistical measures of free-flow vehicle operating speeds. The 85<sup>th</sup> percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. Studies show that crash rates are lowest at or around the 85<sup>th</sup> percentile speed. The 10km/h pace speed represents the speed range containing the highest number of speed observations.

Toronto Police Service collision records for a three-year period ending December 31, 2008, indicate that there have been no reported collisions in which speeding was indicated as a factor on Redgrave Drive.

Under 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.

Redgrave Drive satisfies both the Road Width and Road and Traffic Environment criteria as set in the attached Appendix A: Table 1, based on more than two horizontal curves with a safe travel speed of less than 50 km/h.

We wish to emphasize that while the combination of speed and volume data technically meet the warrant for reducing the speed limit in this area, our study found no evidence of either speeding or crashes correlated with excessive speed, and that motorists appear to be driving at safe speeds suitable for a local road. Since there appears to be limited compliance with the existing 40 km/h speed limit on Redgrave Drive, east of Clarion Road, and that the majority of drivers already travel at speeds considered reasonable for this classification of road, it is anticipated that non-compliance with these reduced speed limits may result in additional requests for police enforcement and more restrictive traffic control measures.

## **CONTACT**

Kevin Akins, Transportation Services - Etobicoke York District  
Tel: (416) 394-6046 Fax: (416) 394-5426  
E-mail: [krakins@toronto.ca](mailto:krakins@toronto.ca)  
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## **SIGNATURE**

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Allan Smithies  
Acting Director, Transportation Services-Etobicoke York District

## **ATTACHMENTS**

Appendix A: Table 1  
Attachment 1: Map

## APPENDIX A

### 40 Km/h Speed Limit Warrant – Redgrave Drive

<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
<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>49 km/h</b>
		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

AND

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