



STAFF REPORT ACTION REQUIRED

Edenvale Crescent – Speed Limit Amendments

Date:	February 11, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 4 – Etobicoke Centre
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100041-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 Edenvale Crescent, between Royal York Road and Allanhurst Drive (east intersection) from 50 km/h to 40 km/h.

A staff assessment has determined that the warrant for installing a 40 km/h speed limit is met on Edenvale Crescent.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Enacting a 40 km/h speed limit on Edenvale Crescent, between Royal York Road and Allanhurst Drive (east intersection) .

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 an area resident to investigate vehicle operating speeds on the roads within the community to the west of Royal York Road, south of Eglinton Avenue. In response, speed studies were conducted by Transportation Services staff on Edenvale Drive, and on Allanhurst Drive, west of Royal York Road. The study results are applied to the 40 km/h Speed Limit Warrant.

A map of the area is Attachment 1. Photographs of the subject roads are provided in Attachment 2.

COMMENTS

Edenvale Crescent and Allanhurst Drive, west of Royal York Road are both two-way local residential roads with 8.5 metre pavement widths, located in the community to the south of Eglinton Avenue, west of Royal York Road. Sidewalks are located on both sides the Allanhurst Drive and one side of Edenvale Crescent.

The existing speed limit on Edenvale Crescent is 50 km/h. Allanhurst Drive, east of Royal York Road is 40 km/h. The section of Allanhurst Drive, west of Royal York Road is 50 km/h.

A speed and volume study was conducted on both Edenvale Crescent and Allanhurst Drive, west of Royal York Road. The study results are shown in the following tables:

Location: Allanhurst Drive, east of Edenvale Crescent, west intersection.						
Count Date: Thursday, November 26, 2009						
	Eastbound			Westbound		
Time Period	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	11	38		10	47	
p.m. Peak Hour	8	47		13	43	
Total 24 Hour	101	44	29 – 38	114	47	36 – 45

Location: Edenvale Crescent, north of Allanhurst Drive						
Count Date: Thursday, November 26, 2009						
	Northbound			Southbound		
Time Period	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	5	44		12	47	
p.m. Peak Hour	8	48		9	45	
Total 24 Hour	67	48	31-40	83	46	37-46

The 85th percentile and 10 km/h pace speeds are statistical measures of free flow vehicle operating speed. The 85th percentile speed is the vehicle operating speed at or below which 85 per cent of all traffic is moving. Studies show that crash rates are lowest at

around the 85th percentile speed. The 10 km/h pace speed represents the speed range, 10 km/h in this case, containing the highest number of observations.

Toronto Police Service collision records for a five-year period ending December 31, 2008, show that there have been no reported crashes on either of these roads where speeding was identified as a contributing factor.

Under current Council policy, forty km/h speed limits may be introduced on streets where the road width and either pedestrian or road and traffic environment criteria are satisfied

Edenvale Crescent satisfies warrant criteria attached in Appendix A: Table 1, based on the presence of more than two horizontal curves with a safe travel speed of less than 50 km/h. Allanhurst Drive, west of Royal York Road, does not, as this section of road has no significant horizontal curves.

We wish to emphasize that while the combinations of speed and volume data technically meet the warrant for reducing the speed limit on Edenvale Crescent, 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 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
AFS11097

SIGNATURE

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 – Edenvale Crescent

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: 46 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"/>