

**North Drive and Woodcrest Drive– Speed Limit
Amendments**

| | |
|--------------------------|---|
| Date: | March 29, 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\eycc100062-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 North Drive and on Woodcrest Drive.

A staff assessment has determined that the criteria for installing a 40 km/h speed limit are achieved. Study findings are consistent with the City's 40 km/h Speed Limit Warrant. Approving this report will result in a 40 km/h speed limit regulation on North Drive, between Royal York Road and Edenbridge Drive, and on Woodcrest Drive, between North Drive and Allanhurst Drive.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Enacting a 40 km/h speed limit on North Drive, between Royal York Road and Edenbridge Drive, as the requirements of the 40 km/h Speed Limit Warrant are achieved.
2. Enacting a 40 km/h speed limit on Woodcrest Drive, between North Drive and Allanhurst Drive, 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 | \$900.00 |

ISSUE BACKGROUND

Transportation Services staff received a request from Councillor Gloria Lindsay Luby, forwarding concerns of an area resident regarding vehicle operating speeds on North Drive. In response, speed studies were conducted by Transportation Services staff on North Drive. Since Woodcrest Drive is a logical extension of North Drive, Woodcrest Drive was also included in our review with the study results applied to the 40 km/h Speed Limit Warrant.

A map of the area is Attachment 1.

COMMENTS

North Drive and Woodcrest Drive are located in the residential community located to the south of Eglinton Avenue West, east of Royal York Road. The east/west portion of North Drive is an 8.5 metre wide road with curb and gutter. A sidewalk is located on the north side only of this section of road. The north/south portion of North Drive has an average width of 5.5 metres and is built to “rural” standards; i.e., ditches and swales and no sidewalks.

The speed limit on North Drive is 50 km/h. An all-way STOP control is located at the North Drive/Woodcrest Road intersection.

Woodcrest Drive is an 8.5 metre road with curb and gutter. A sidewalk exists on the north/west side. The speed limit on Woodcrest Drive is 50 km/h.

Automatic speed and volume surveys were conducted on North Drive, between the two intersections of Courtsfield Crescent. The results of these studies are described in the following table:

| | | | | | | |
|----------------|--|--------------------------------------|---------------------|---------------------------|--------------------------------------|---------------------|
| Location: | North Drive, near Courtsfield Crescent | | | | | |
| Count Date: | Thursday, October 15, 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 | 60 | 54 | | 76 | 52 | |
| p.m. Peak Hour | 78 | 53 | | 54 | 53 | |
| Total 24 Hour | 814 | 53 | 41-50 | 663 | 53 | 41-50 |

The 85th percentile and 10 km/h pace speeds are statistical measures of free-flow vehicle operating speeds. 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 speed observations.

Toronto Police Service collision records for a five-year period ending December 31, 2009, do not report any crashes where speed was identified as a contributing factor on either North Drive or Woodcrest Drive.

Under current City policy, forty km/h speed limits may be implemented on streets meeting specified road width, pedestrian or traffic criteria. North Drive satisfies all three criteria; “Road Width”, “Pedestrian Environment” and “Road and Traffic Environment.” described in the attached Appendix A.

We wish to emphasize that while the combinations 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 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

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SIGNATURE

Allan Smithies
Acting Director, Transportation Services-Etobicoke York District

ATTACHMENTS

| | |
|---------------|--------------|
| Appendix A: | Table 1 |
| Attachment 1: | Map |
| Attachment 2: | Aerial Photo |

APPENDIX A

40 Km/h Speed Limit Warrant – North Drive and Woodcrest 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 |
| | | PAVEMENT WIDTH: 5.5 to 8.5 metres 85TH PERCENTILE SPEED: 53 km/h |
| | | 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 checked="" type="checkbox"/> No <input type="checkbox"/> North Drive only |
| | | Yes <input checked="" type="checkbox"/> No <input 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"/> |