



STAFF REPORT ACTION REQUIRED

Speed Limit Amendment – Albion Road and Islington Avenue

Date:	December 11, 2012
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 1 – Etobicoke North & Ward 2 – Etobicoke North
Reference Number:	p:\2013\Cluster B\TRA\EtobicokeYork\eycc130011-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 from 60 km/h to 50 km/h on Albion Road, between Bankfield Drive and Todd Brook Drive and Islington Avenue from Fordwich Crescent to Beaumonde Heights Drive.

A staff assessment has determined that the criteria for installing a 50 km/h speed limit on these portions of road are achieved, in that the findings are consistent with the 50 km/h Speed Limit Warrant. Approving this report will result in a 50 km/h speed limit regulation along Albion Road from Bankfield Drive to Todd Brook Drive and an extension of the existing 50 km/h speed limit to now include Islington Avenue from Fordwich Crescent to Beaumonde Heights Drive.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Rescinding the existing 60 km/h speed limit on Albion Road between Bankfield Drive and Todd Brook Drive.
2. Rescinding the existing 60 km/h speed limit on Islington Avenue between Fordwich Crescent and Beaumonde Heights Drive.

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 the Ward 1 Councillor, on behalf of the BIA to consider the reduction of the speed limit on a portion of both Albion Road and Islington Avenue (Albion Islington Square) from 60 km/h to 50 km/h. The area includes a commercial strip on Albion Road and on Islington Avenue with a range of clothing and textile shops, neighbourhood grocery and medical stores. On either side of the commercial area, single family homes and some low-rise to mid-rise residential buildings exist along Albion Road and Islington Avenue. Map of the area is Attachment 1.

COMMENTS

Albion Road is a major arterial road with a speed limit of 60 km/h, except between Weston Road and Armel Court (1.0 km) which has a speed limit of 50 km/h. Islington Avenue is also a major arterial road with a speed limit 60 km/h, except from Lake Shore Boulevard West to Palace Arch Drive (8.3 km) and Rexdale Boulevard to Fordwich Crescent (1.5 km), which both have a speed limit of 50 km/h. The Toronto Transit Commission (TTC) provides service on Albion Road and Islington Avenue.

To assess existing traffic conditions, 24 hour vehicle speed (and volume) studies were conducted on Albion Road and also 1.5 hour radar speed study on Islington Avenue. The following table identifies the results of those studies.

Albion Road	Dir	Speed Limit	Vehicle Speeds		Traffic Volume
			Operating	Average	24 Hr
Between Bankfield Drive and Albion Road	WB	60	65	55	10,790
	EB		66	57	11,648
Between Islington Ave and Todd Brook Drive	WB		66	60	12,965
	EB		68	60	13,722

Islington Avenue	Dir	Speed Limit	Vehicle Speeds		Traffic Observations
			Operating	Average	
Between Albion Road and Beaumonde Heights Drive	NB	60	63	57	121
	SB		64	58	117

The results of the vehicle speed studies confirmed the operating speeds, the speed at which 85% of the traffic travels at or below are between 63 km/h and 68 km/h, and average speeds are between 55 km/h and 60 km/h.

Toronto Police Service collision records for a three-year period ending December 31, 2011, indicate that there have been two reported collisions in which speeding was indicated as a factor on Albion Road between Bankfield Drive and Todd Brook Drive.

There have been no reported collisions due to speeding for past three year period on Islington Avenue from Fordwich Crescent to Beaumonde Heights Drive.

Application of the study data to the City of Toronto 50 km/h Speed Limit Warrant, reveals that a 50 km/h speed limit is warranted along the above-noted sections of Albion Road and Islington Avenue. Details of our 50 km/h Speed Limit Warrant Analysis are included in Appendix A and B, based on Pedestrians and Bicycle Factors and Roadway Geometry Related Factors.

What differentiates these sections of road from same other portions of Albion Road and Islington Avenue is the concentration of driveways to both the commercial and residential areas. The speed limit reduction is intended to reflect this difference in the adjacent land use which is more typical of locations with 50 km/h speed limits.

CONTACT

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SIGNATURE

Steven Kodama, P.Eng.
Director, Transportation Services – Etobicoke York District

ATTACHMENTS

Appendix A: 50 km/h Warrant
Appendix B: 50 km/h Warrant
Attachment 1: Map

APPENDIX “A”

Albion Rd from Bankfield Dr to Todd Brook Dr

A permanent 50 km/h maximum speed limit may be implemented on an arterial road where **one of the following two warrants A and B is met**. On this section of Islington Avenue, neither warrant is fully achieved.

A. 85th Percentile Speed is less than 60 km/h. (No)

B. If any combination of FIVE of the following criteria were answered as YES.

Pedestrian and Bicycle Related Factors

1.a	Is pedestrian activity (Age under 12) Heavy?	No	Yes
	Or Is pedestrian activity (Age under 12) Medium and sidewalk setback is less than 2.5 m?	No	
	Or Is pedestrian activity (Age under 12) Light and sidewalk setback is less than 0.5 m?	Yes	
	Or Is pedestrian activity (Age OVER 12) Heavy and sidewalk setback is less than 0.5 m?	No	
1.b	Is the bicycle activity (without a bike lane) High [?]	No	No

Collision Related Factors

2	Does the collision history indicate a significant number of collisions resulting in injuries (as opposed to all collisions)?	No	No
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Roadway Geometry Related Factors

3.a	Is the number of uneasy curves per kilometre when driving at a speed less than 60 km/h (level/rolling terrain) equals two or more?	No	No
3.b	Is the number of locations per kilometre with insufficient distance to stop safely while travelling at 60 km/h equals two or more?	2	Yes
3.c	Is the length of speed zone < 1 km?	1.7 km	Yes
3.d	Is the number of non-commercial driveways per kilometre > 5?	28	Yes
3.e	The number of low-density residential driveways per kilometre >30?	36	Yes
3.f	Absence of a Centre Left-Turn Lane (from Bankfield Drive to Todd Brook Drive)	No	No

Roadway Operation Related Factors

4	Is the On-Street Parking activity medium to high?	No	No
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APPENDIX “B”

Islington Avenue from Fordwich Cres to Beaumonde Heights Dr

A permanent 50 km/h maximum speed limit may be implemented on an arterial road where **one of the following two warrants A and B is met**. On this section of Islington Avenue, neither warrant is fully achieved.

A. 85th Percentile Speed is less than 60 km/h. (No)

B. If any combination of FIVE of the following criteria were answered as YES.

Pedestrian and Bicycle Related Factors

1.a	Is pedestrian activity (Age under 12) Heavy?	No	Yes
	Or		
	Is pedestrian activity (Age under 12) Medium and sidewalk setback is less than 2.5 m?	No	
	Or		
	Is pedestrian activity (Age under 12) Light and sidewalk setback is less than 0.5 m?	Yes	
	Or		
	Is pedestrian activity (Age OVER 12) Heavy and sidewalk setback is less than 0.5 m?	No	
1.b	Is the bicycle activity (without a bike lane) High?	No	No

Collision Related Factors

2	Does the collision history indicate a significant number of collisions resulting in injuries (as opposed to all collisions)?	No	No
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Roadway Geometry Related Factors

3.a	Is the number of uneasy curves per kilometre when driving at a speed less than 60 km/h (level/rolling terrain) equals two or more?	No	No
3.b	Is the number of locations per kilometre with insufficient distance to stop safely while travelling at 60 km/h equals two or more?	2	Yes
3.c	Is the length of speed zone < 1 km?	1.6 km	Yes
3.d	Is the number of non-commercial driveways per kilometre > 5?	17	Yes
3.e	The number of low-density residential driveways per kilometre >30?	33	Yes
3.f	Absence of a Centre Left-Turn Lane (portion of the road, north of Fordwich Crescent)	Yes	Yes

Roadway Operation Related Factors

4	Is the On-Street Parking activity medium to high?	No	No
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The above warrants are intended to assist Traffic Operations staff in deciding whether the lower 50 km/h speed limit should be applied to an arterial road.