TORONTO

STAFF REPORT
ACTION REQUIRED

Speed Limit – Caledonia Park Road

Date:	January 12, 2016
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 17 – Davenport
Reference Number:	p:\2016\Cluster B\TRA\EtobicokeYork\eycc160020-to

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

This report summarises the result of our investigation in reducing the speed limit from 50 km/h to 40 km/h on Caledonia Park Road. Our review shows that the criteria to reduce the speed limit are not satisfied.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council not approve:

1. A reduction of the speed limit from 50 km/h to 40 km/h on Caledonia Park Road.

Financial Impact

Adopting the above-noted recommendation does not result in any financial impact.

ISSUE BACKGROUND

The Ward Councillor, on behalf of area residents, contacted Transportation Services staff to investigate possible speeding on Caledonia Park Road. In response to these requests, speed studies were conducted on Caledonia Park Road. The study results were applied to the City-wide 40 km/h Speed Limit Warrant. A map of the area is Attachment 1.

COMMENTS

Caledonia Park Road, between St. Clair Avenue West and Davenport Road is a two-lane road classified in the City's Road Classification System as "minor arterial" with an unsigned statutory speed limit of 50 km/h. The street is mainly industrial/commercial with some recently constructed townhomes on the west side of the road and Earlscourt Park on the east side. A sidewalk exists on the entire east side of the road and on portions of the west side with a pavement width of approximately 11.0 metres. Traffic control signals exist at the intersection of Caledonia Park Road and St. Clair Avenue West as well as at Caledonia Park Road and Davenport Road.

Application of the study data to the City of Toronto 40 km/h Speed Limit Warrant, reveals that a 40 km/h speed limit is not warranted on Caledonia Park Road specifically, given that the pedestrian environment and road and traffic environment warrant criteria are not achieved. Details of our 40 km/h Speed Limit Warrant analysis are included in Appendix A: Table 1. The results of the speed studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85th Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
Caledonia Park Rd	2796	5953	3917	956	748	58 km/h	14,370

The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving.

A review of the Toronto Police Service collision records available for the most recent three year period (January 1, 2012 to December 31, 2014) indicate that there have been no reported collisions on Caledonia Park Road in which excessive speed was indicated as a factor.

Given that the 40 km/h warrant is not met, staff does not recommend that the 50 km/h speed limit on Caledonia Park Road, between St. Clair Avenue West and Davenport Road be reduced to 40 km/h.

CONTACT

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SIGNATURE

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Vincent Sferrazza.
Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix A: 40 km/h Speed Limit Warrant
Attachment 1: Map

APPENDIX A

40 Km/h Speed Limit Warrant – Caledonia Park Road

A.	***ROAD WIDTH***		
1.	(i)	Pavement width equal to or greater than 10.5 metres and the 85th percentile speed is equal to or less than 50 km/h	*Yes ☐ No☑*
		OR	
	(ii)	Pavement width less than 10.5 metres	
		PAVEMENT WIDTH: ***11.0*** **metres** *85TH PERCENTILE SPEED:* ***58 km/h***	

AND

B.	***PEDESTRIAN ENVIRONMENT***		
1.	(i)	Elementary or junior high school abuts the road Yes ☐ No☑	*Yes ☐ No ☑*
		OR	
	(ii)	Parkland abuts the road which is contiguous to and used to gain access to an elementary or junior high school Yes ☐ No ☑	
		OR	
	(iii)	*Absence of sidewalk on both sides of the road or a major portion of the road* *Yes ☐ No ☑*	

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 ☐ No ☑	*Yes ☐No☑*
		OR	
	(ii)	2 or more locations where there is lack of sufficient distance to stop safely traveling at 50 km/h Yes☐ No ☑	
		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 ☐ No ☑*	