



STAFF REPORT ACTION REQUIRED

Riverwood Parkway - Traffic Calming

Date:	April 3, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	eycc070065-to -- 4382

SUMMARY

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to outline the findings of an investigation to determine the need to install speed humps on Riverwood Parkway.

A staff assessment has shown that the criteria for the installation of speed humps on Riverwood Parkway are met.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. The City Clerk be authorized to conduct a poll of eligible householders on Riverwood Parkway, to determine resident support for the proposed speed hump plan, in accordance with the City of Toronto traffic calming policy.
2. Subject to favourable poll results:
 - a. The City Solicitor prepare a by-law to alter sections of the roadway on Riverwood Parkway, for traffic calming purposes, generally as shown on the speed hump plan that was circulated to residents during the polling process.
 - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Riverwood Parkway, when the speed humps are installed.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$30,000.00

ISSUE BACKGROUND

As a result of a petition received from the residents of Riverwood Parkway, Transportation Services Division staff was requested to investigate the feasibility of installing traffic calming (speed humps) on Riverwood Parkway. The residents are concerned about the speed of vehicular traffic on this road. Maps of the area, including a proposed speed hump plan for Riverwood Parkway, are Attachment Nos. 1 and 2.

COMMENTS

Riverwood Parkway is classified as a local street located in the residential community west of Stephen Drive and north of Berry Road. Sidewalk exists on the east and north sides of the street. The posted speed limit on Riverwood Parkway is 40 km/h.

As part of our investigation, automatic speed and volume studies were conducted on Riverwood Parkway, south of Glenellen Drive East. Our speed study revealed an 85th percentile speed (the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions) of 51 km/h. The volume of traffic is approximately 2,000 vehicles per day.

Application of study data to the Traffic Calming Warrant, adopted by Toronto City Council in April 2002, has determined that Riverwood Parkway satisfies the minimum criteria to warrant traffic calming. The complete results are shown in Appendix "A".

Toronto Police Service collision records for a three-year period ending December 31, 2006, indicate one speed-related collision on Riverwood Parkway.

In accordance with the provisions of the City of Toronto traffic calming policy, householders who would be directly affected by installing speed humps on this section of Riverwood Parkway must be formally polled. Under this policy, a minimum response of 50 percent plus one ballot must be achieved, of which at least 60 percent of the responding households must be in favour of installing speed humps in order to proceed with the installation. Accordingly, subject to a favourable poll supporting speed humps on Riverwood Parkway, Transportation Services staff would schedule installation based on relative need and competing priorities.

Should the residents of Riverwood Parkway be in favour of the speed hump proposal, we applied the traffic calming ranking criteria for the purpose of setting priorities for the installation; based on traffic volume, vehicle speed percentages, speed related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Based on this technical assessment, Riverwood Parkway scored 37 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected, and the effects on winter services, street cleaning and garbage collection should be minimal.

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Although we generally advise emergency services of our intentions, we do not always receive a formal response. However, Toronto Fire Services has provided the following general statement in the past regarding the installation of speed humps:

“...Toronto Fire Service is supportive of initiatives that improve the life safety of our citizens. Our concern is that the physical calming measures being proposed may negatively impact emergency response to the area.

The vertical restrictions imposed by speed humps have a much greater affect on large fire vehicles than smaller passenger vehicles. Response time increases with every obstacle a fire vehicle encounters en route from the fire station to the incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time that could result in increased property damage, unnecessary injury or loss of life.

Speed humps are generally hard on large, heavy vehicle (fire vehicles) and increase the potential to suffer mechanical damage. This in turn can lead to a vehicle being placed out of service for considerable periods of time. Aside from the costs associated with repairs, there is a decrease in the resources available to respond to other emergency situations.”

CONTACT

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SIGNATURE

John Niedra, P.Eng.
Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Attachment No. 1: Map
Attachment No. 2: Speed Hump Plan
Appendix “A”: Traffic Calming Warrant Criteria Table - Riverwood Parkway

Appendix “A”

Traffic Calming Warrant Criteria Table- Riverwood Parkway

All the following criteria must be met to warrant traffic calming.

Warrant	Criterion	Requirement	Met	Not Met	
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street	✓		
	Impacts to adjacent streets		If significant impacts are expected on adjacent streets these streets should be included in the proposal		
Warrant 2 Safety Criteria (all three criteria must be fulfilled to satisfy warrant)	2.1 Sidewalks	Continuous sidewalks on at least one side of street (both sides for collector or higher classification) OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered	✓		
	2.2 Road Grade	Traffic calming measures must not be installed at or near locations where road grade exceeds 8% *	✓		
	2.3 Emergency Response	Impacts on Emergency Services will not be significant (as determined in consultation with Fire Ambulance and Police)	✓		
Warrant 3 Technical Requirements	3.1 Minimum Speed	The 85 th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the volume warrant of 3.2 must be fulfilled (3.2 not required if 85 th percentile > 15km/h over speed limit)	✓	51 km/h (40 km/h speed limit)	
	3.2 Traffic Volumes	Local Roads Traffic volume must be between 1,000 and 8,000 vehicles per day	Collector Roads Traffic volumes must be between 2,500 and 8,000 vehicles per day	✓	1,953 vpd - local
	3.3 Minimum Block Length	On streets where mid-block traffic calming measures are proposed the minimum block length must exceed 120 metres		✓	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant (as determined in consultation with TTC staff)		✓	no service