

**Traffic Assessment – The Kingsway Neighbourhood:  
MOE Part II Order Request Resolution**

<b>Date:</b>	June 17, 2008
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 5 – Etobicoke-Lakeshore
<b>Reference Number:</b>	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080087-to

**SUMMARY**

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

The purpose of this report is to present the recommendations arising from ongoing discussions with the residents of The Kingsway Neighbourhood which mitigate concerns raised by residents of the neighbourhood as whole, with respect to the installation of twelve (12) speed humps on The Kingsway between Bloor Street West and Government Road.

The recommendations were reached through an extensive public consultation process which included the creation of a Residents Working Group and involves the installation of four (4) speed humps and the modification and improvement of three intersections on The Kingsway, including Usher Avenue, Kingsgrove Boulevard and Kingsway Crescent. In conjunction with the speed hump installation, the speed limit on the sections of roads affected will be reduced from 40 km/h to 30 km/h.

**RECOMMENDATIONS**

**Transportation Services recommends that the Etobicoke York Community Council approve:**

1. The installation of four speed humps on The Kingsway; two south of Government Road, and two north of Bloor Street West.
2. The reconfiguration of the intersections of Usher Avenue, Kingsgrove Boulevard and Kingsway Crescent, as shown on drawing No. Y09566, Y09564 and Y09563.

3. That the speed limit on The Kingsway between Government Road and Usher Avenue and between Bloor Street West and King Georges Road be reduced from 40 km/h to 30 km/h.
4. That the City Solicitor prepare the necessary by-laws to alter sections of the roadway on The Kingsway between Government Road and Bloor Street West , for traffic calming purposes, generally as shown on the attached print drawing No. EY08-178, dated June 2008 (Map 2).

### **Financial Impact**

The estimated cost of installing four speed humps is approximately \$12,000.00 and the cost of reconfiguring the three intersections is approximately \$54,000.00; for a total of \$66,000.00. Funds in the amount of \$295,000.00 have been allocated in the Transportation Services 2008 Capital Budget for traffic calming initiatives. The installation of speed humps and intersection alterations on The Kingsway would be subject to competing priorities and funding availability.

### **ISSUE BACKGROUND**

Toronto City Council at its meeting held on May 18, 19 and 20, 2004 in considering Report No. 3, Clause No. 8a. of the Toronto West Community Council, Traffic Assessment – The Kingsway Neighbourhood, directed staff to conduct a formal poll of residents of The Kingsway, to obtain their views on a traffic calming proposal to install twelve speed humps on The Kingsway, between Government Road and Bloor Street West.

At that time, Traffic Calming projects were carried out as Schedule B projects under the Municipal Engineers Association Municipal Class Environmental Assessment (Class EA).

The Class EA is an approved planning process which proponents follow for major municipal projects in order to be authorized to proceed with a project under the Environmental Assessment Act (EAA) without having to obtain separate approval from the Minister and Cabinet for each individual project. The Class EA includes a provision whereby any member of the public who has unresolved concerns with a proposed project can request that the Minister require the proponent of the project to prepare an individual environmental assessment.

Polls were mailed (March 28/2005) to residents of The Kingsway; and following the EA process, Notice of Commencement (March 30, 31/2005) and Notice of Completion (October 28, 31/2005) were posted in the media. The MOE Notice of Completion (for comments from the public) closed on November 28, 2005.

Although the poll results were positive (81 % response rate; 68 % in favour), numerous concerns were received by the MOE on the project from interested residents of the surrounding community. The principal concern was that installing speed humps on The Kingsway, would result in traffic diversion to the surrounding local road network. In a letter dated December 8, 2005, to the City, the Ministry required the preparation of an individual EA as a Part II Order, unless the concerns raised could be resolved through discussions with the requesters. Through discussions with the Ward Councillor, it was decided that the differences and concerns expressed from the public could be addressed through a more concerted community consultative process, and on January 18, 2006, at a Public Meeting sponsored by the Ward Councillor, it was agreed that a focus Working Group would be struck to address the issues of Traffic Calming, and the concerns expressed by the overall neighbourhood.

The Working Group, composed of residents of The Kingsway and representatives from many of the surrounding streets, met over a period of two and a half years from January 2006 through June 2007, and met at seven formal working sessions.

The purpose of these sessions, supported by senior staff from the Transportation Services Division, was to come up with solutions that would address as many of the community concerns as possible, and develop a proposal for Etobicoke York Community Council's approval, and to satisfy the requirements of the Ministry of the Environment for mitigation.

In November 2007, a Two Phase Action Plan was finalized which met the Working Group's and community's approval.

## **COMMENTS**

Transportation Services staff conducted a number of studies including a historical review and update of data and analysis relating to traffic volumes, traffic flows, trip origin-destination, vehicular speeds, collision incidences, parking, pedestrian and cyclist needs, and other safety related matters. These studies were conducted on an area-wide basis encompassing the area bounded by Royal York Road in the west, Dundas Street West on the north, The Kingsway - Kingsway Crescent on the east and Bloor Street West on the south, as shown on Map 1. The Outline of the study is Appendix A. The data collected and analyzed are summarized in Maps 5-13, in Appendix B.

As a result of all the various studies and analysis conducted, a Two Phase Action Plan has been developed to address the various issues raised by the residents of The Kingsway, as well as the neighbourhood community as a whole.

Although the original proposal was to install 12 speed humps on The Kingsway between Government Road and Bloor Street West, the subject Phase 1 plan proposes the installation of two speed humps on The Kingsway at the northerly entrance to The Kingsway Community south of Government Road; and two speed humps on The Kingsway at the southerly entrance to the Kingsway Community north of Bloor Street West, for a total of four speed humps.

In conjunction with the speed hump installations, the speed limit would be lowered on these two sections of road from 40km/h to 30km/h.

In addition to the speed humps installations, the Phase 1 plan calls for the physical modification of three intersections of The Kingsway, including Usher Avenue, Kingsgrove Boulevard, and Kingsway Crescent. These intersection modifications are intended to reconfigure currently exaggerated road pavement widths and excessively wide corner roundings, to bring them to more current standards, and thus modify driver behaviour where speeding has been found to be an issue; and, physically encourage compliance to existing traffic regulations. Issues of deficient sight lines will also be addressed in the intersections redesigns. The physical modifications of these intersections will also allow the opportunity for greening of some of the currently paved areas.

The Phase I proposed speed hump locations are shown on Map 2. Maps 3.1, 3.2 and 3.3 show the intersection locations proposed to be modified. Map 4 shows existing and proposed traffic control and calming measures on The Kingsway.

Approval of the four speed humps and the three intersection improvements will address the issue of speeding on The Kingsway and will mitigate the community's anticipation of possible traffic diversion.

Phase 2 of the Plan will be the subject of a future report. This involves an assessment of the impacts of the Phase I proposal, and the re-configuration of the intersection of The Kingsway and Bloor Street West/Old Mill Road, and the reconstruction of the intersection of The Kingsway and Kingscourt Drive, amongst other traffic management issues.

Other traffic management initiatives including the implementation of the "Watch Your Speed" program, police enforcement, turning prohibitions and traffic calming of other streets within the study area, will also be considered, on an ongoing basis.

The City will not be able to implement any part of this proposal, until the Minister has been advised of the City's proposed plan approved by City Council, and the Minister has made a decision in respect of the Part II Order requests.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

Attachment No. 1 and 2	Maps 1 and 2
Attachment No. 3-5	Maps 3.1, 3.2 and 3.3
Attachment No. 6	Map 4
Attachment No. 7	Appendix A
Attachment No. 8	Appendix B : Maps 5 - 13