



## STAFF REPORT ACTION REQUIRED

### Traffic Calming - Shaver Avenue South, Wilmar Road, Poplar Avenue, Acorn Avenue between Dundas Street West and Bloor Street West

<b>Date:</b>	October 9, 2013
<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:\2013\Cluster B\TRA\EtobicokeYork\eycc130127-to

#### **SUMMARY**

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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 describe the results of an investigation into a request for speed humps on Shaver Avenue South and Wilmar Road. A staff assessment concludes that the criteria for installing speed humps are met on Shaver Avenue South and Wilmar Road, between Dundas Street West and Bloor Street West. The adjacent streets of Acorn Avenue and Poplar Avenue were also assessed and deemed to be possibly negatively impacted by the physical traffic calming of Shaver Avenue South and Wilmar Road. Therefore, it is proposed the installation of speed humps on Acorn Avenue and Poplar Avenue also be considered at this time.

#### **RECOMMENDATIONS**

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

1. Authorizing the City Clerk to conduct a survey of eligible residents on Shaver Avenue South, between Dundas Street West and Bloor Street West, to determine public support for the proposed speed hump plan for Shaver Avenue South.
2. Authorizing the City Clerk to conduct a survey of eligible residents on Wilmar Road, between Dundas Street West and Bloor Street West, to determine public support for the proposed speed hump plan for Wilmar Road.

3. Authorizing the City Clerk to conduct a survey of eligible residents on Acorn Avenue, between Dundas Street West and Bloor Street West, to determine public support for the proposed speed hump plan for Acorn Avenue.
4. Authorizing the City Clerk to conduct a survey of eligible residents on Poplar Avenue, between Dundas Street West and Bloor Street West, to determine public support for the proposed speed hump plan for Poplar Avenue.

## **Financial Impact**

There are no financial implications related to the adoption of this report.

## **ISSUE BACKGROUND**

In response to petitions submitted to the area Councillor, from residents on Shaver Avenue South and Wilmar Road, Transportation Services staff investigated the need for traffic calming on both roadways, between Dundas Street West and Bloor Street West. The request for traffic calming was due to residents' concerns with vehicular speeds on this section of Shaver Avenue South and Wilmar Road. An assessment of current traffic patterns in the area determined the adjacent streets of Acorn Avenue and Poplar Avenue may also be negatively impacted by these traffic calming measures. Maps of the areas are Attachments 1, 2, 3 & 4.

## **COMMENTS**

Shaver Avenue South is a 9.8 metres wide two-lane road classified as a “Collector” in the City’s Road Classification System. The road is located in the residential community south of Bloor Street West and east of The East Mall. A sidewalk runs continuously on the west side of the street from Bloor Street West to Dundas Street West. On the east side, a sidewalk is present from Dundas Street West to Ovida Avenue. The speed limit on the street is 40 km/h.

Wilmar Road and Acorn Avenue are two-lane 7.5 metres wide roadways classified in the City’s Road Classification System as a “Local” road. These streets are located in the residential community west of Kipling Avenue that runs north and south between Bloor Street West and Dundas Street West. Both streets have a rural cross section (ditched) with no sidewalks on either side of the street. The legal posted speed limits on these roadways are 40 km/h.

Poplar Avenue is a two-lane 8.5 metres wide "Local" road. This street is located in the residential community west of Kipling Avenue that runs north and south between Bloor Street West and Dundas Street West. The roadway has an urban cross-section which includes curb and gutter. There are no sidewalks on either side of the street, except for a small portion on the west side, south of Bloor Street West. The legal speed limit on Poplar Avenue is 40 km/h.

To address traffic speed concerns, automatic speed and volume counts were conducted on Shaver Avenue South, Wilmar Road, Acorn Avenue and Poplar Avenue from September 18, 2013 to October 4, 2013.

We applied this data to the City of Toronto Traffic Calming Policy. According to the policy, the principle criteria for installing speed humps are vehicle speed and volume. Other environmental factors are considered, such as road width, pedestrian facilities and grade. The proposal was evaluated under these technical criteria, with the results summarized in Appendix A to Appendix D. Applying the study data to the Traffic Calming Warrant shows that Shaver Avenue South, Wilmar Road and Acorn Avenue, between Dundas Street West and Bloor Street West, satisfy the criteria for speed humps while Poplar Avenue narrowly failed. We emphasise that installing speed humps results in slower operating speeds for all vehicles, including emergency service vehicles, and can result in increased response times in the event of an emergency.

The City of Toronto Traffic Calming Policy requires that the City Clerk formally survey residents directly affected by installing speed humps on Shaver Avenue South, Wilmar Road, Acorn Avenue and Poplar Avenue. Under the policy, we must receive a minimum response rate of 51 per cent for each street, of which at least 60 per cent of respondents on each street must respond in favour of installing speed humps.

Subject to approval by Community Council of the recommendations outlined above, the City Clerk will survey residents on Shaver Avenue South, Wilmar Road, Acorn Avenue and Poplar Avenue, between Dundas Street West and Bloor Street West. Staff will then present the results of the poll to a future meeting of Community Council if one or more of the aforementioned streets have a positive poll result.

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

“...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 vehicles (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**

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

## **ATTACHMENTS**

Appendix “A”: Traffic Calming Warrant Criteria Table – Shaver Avenue South  
Appendix “B”: Traffic Calming Warrant Criteria Table – Wilmar Road  
Appendix “C”: Traffic Calming Warrant Criteria Table – Acorn Avenue  
Appendix “D”: Traffic Calming Warrant Criteria Table – Poplar Avenue  
Attachment 1: Map - Proposed Speed Hump Location Plan- Shaver Avenue South  
Attachment 2: Map - Proposed Speed Hump Location Plan- Wilmar Road  
Attachment 3: Map - Proposed Speed Hump Location Plan- Acorn Avenue  
Attachment 4: Map - Proposed Speed Hump Location Plan- Poplar Avenue

## Appendix A

### Traffic Calming Warrant Criteria

Shaver Avenue South, between Dundas Street West and Bloor Street West

Warrant	Criterion	Requirement	Met/Not Met
<b>Warrant 1</b> Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. <b>OR</b> A direct request from the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met –</b> Petition
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met –</b> Wilmar Road, Acorn Ave, Poplar Ave are being considered for traffic calming
<b>Warrant 2</b> Safety Requirements  (all three criteria must be fulfilled to satisfy this Warrant)	2.1 sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	<b>Met –</b> continuous sidewalks on both sides
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	<b>Met –</b> Road grade is less than 8%
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	General objections from Toronto Fire, Ambulance and Police
<b>Warrant 3</b> Technical Requirements  (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 <sup>th</sup> percentile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. <b>OR</b> On streets where the 85 <sup>th</sup> percentile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.	<b>Met –</b> Speed studies show 85 <sup>th</sup> percentile as 54 km/h
	3.2 Min. and Max. Traffic Volume	Local Roads Traffic volume between 1,000 Veh./day and 8,000 Veh./day	Collector Roads Traffic volume between 2,500 Veh./day and 8,000 Veh./day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	<b>Met –</b> Street segments exceeds 120 metres
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	<b>Met –</b> No TTC service

## Appendix B

### Traffic Calming Warrant Criteria

Wilmar Road, between Dundas Street West and Bloor Street West

Warrant	Criterion	Requirement	Met/Not Met	
<b>Warrant 1</b> Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. <b>OR</b> A direct request from the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met –</b> Petition	
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met –</b> Shaver Ave South, Acorn Ave, Poplar Ave are being considered for traffic calming	
<b>Warrant 2</b> Safety Requirements  (all three criteria must be fulfilled to satisfy this Warrant)	2.1 sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	<b>Met –</b> sidewalks were considered and dismissed	
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	<b>Met –</b> Road grade is less than 8%	
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	General objections from Toronto Fire, Ambulance and Police	
<b>Warrant 3</b> Technical Requirements  (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 <sup>th</sup> percentile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. <b>OR</b> On streets where the 85 <sup>th</sup> percentile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.	<b>Met –</b> Speed studies show 85 <sup>th</sup> percentile as 50 km/h	
	3.2 Min. and Max. Traffic Volume	Local Roads Traffic volume between 1,000 Veh./day and 8,000 Veh./day	Collector Roads Traffic volume between 2,500 Veh./day and 8,000 Veh./day	<b>Met –</b> Local with volume of 1173 Veh./day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		<b>Met –</b> Street segments exceeds 120 metres
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)		<b>Met –</b> No TTC service

## Appendix C

### Traffic Calming Warrant Criteria

Acorn Avenue, between Dundas Street West and Bloor Street West

Warrant	Criterion	Requirement	Met/Not Met
<b>Warrant 1</b> Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. <b>OR</b> A direct request from the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met</b> – Direct request from Ward Councillor
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met</b> – Shaver Ave South, Wilmar Road, Poplar Ave are being considered for traffic calming
<b>Warrant 2</b> Safety Requirements  (all three criteria must be fulfilled to satisfy this Warrant)	2.1 sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	<b>Met</b> – sidewalks were considered and dismissed
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	<b>Met</b> – Road grade is less than 8%
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	General objections from Toronto Fire, Ambulance and Police
<b>Warrant 3</b> Technical Requirements  (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 <sup>th</sup> percentile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. <b>OR</b> On streets where the 85 <sup>th</sup> percentile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.	<b>Met</b> – Speed studies show 85 <sup>th</sup> percentile as 55 km/h( Exceeds speed limit by 15 km/h)
	3.2 Min. and Max. Traffic Volume	Local Roads Traffic volume between 1,000 Veh./day and 8,000 Veh./day	Collector Roads Traffic volume between 2,500 Veh./day and 8,000 Veh./day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	<b>Met</b> – Street segments exceeds 120 metres
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	<b>Met</b> – No TTC service

## Appendix D

### Traffic Calming Warrant Criteria

Poplar Avenue, between Dundas Street West and Bloor Street West

Warrant	Criterion	Requirement	Met/Not Met	
<b>Warrant 1</b> Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. <b>OR</b> A direct request from the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met</b> – Direct request from Ward Councillor	
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met</b> – Shaver Ave South, Wilmar Road, Acorn Ave are being considered for traffic calming	
<b>Warrant 2</b> Safety Requirements  (all three criteria must be fulfilled to satisfy this Warrant)	2.1 sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	<b>Met</b> – sidewalks were considered and dismissed	
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	<b>Met</b> – Road grade is less than 8%	
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	General objections from Toronto Fire, Ambulance and Police	
<b>Warrant 3</b> Technical Requirements  (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 <sup>th</sup> percentile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. <b>OR</b> On streets where the 85 <sup>th</sup> percentile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.	<b>Met</b> – Speed studies show 85 <sup>th</sup> percentile as 53 km/h	
	3.2 Min. and Max. Traffic Volume	Local Roads Traffic volume between 1,000 Veh./day and 8,000 Veh./day	Collector Roads Traffic volume between 2,500 Veh./day and 8,000 Veh./day	<b>Not Met</b> – Local with volume of 855 Veh./day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		<b>Met</b> – Street segments exceeds 120 metres
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)		<b>Met</b> – No TTC service