

**Traffic Calming/Speed Limit – Mould Avenue, between
St. Clair Avenue West and Pritchard Avenue**

Date:	February 18, 2016
To:	Etobicoke York Community Council
From:	Director, Transportation Services, Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2016\Cluster B\TRA\EtobicokeYork\eycc1600042-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 outlines the results of our investigation into installing speed humps and a 30 km/h speed limit on Mould Avenue, between St. Clair Avenue West and Pritchard Avenue. The results indicate that the criteria to justify installing speed humps or a 30 km/h speed limit are not satisfied.

RECOMMENDATIONS

Transportation Services recommends that:

1. Etobicoke York Community Council not approve a speed limit reduction from 40 km/h to 30 km/h on Mould Avenue from St. Clair Avenue West to Pritchard Avenue.
2. Etobicoke York Community Council not approve traffic calming on Mould Avenue, between St. Clair Avenue West and Pritchard Avenue.

Financial Impact

Adopting the above-noted recommendation does not result in any financial impact; however, if Etobicoke York Community Council decides to approve installing traffic calming devices on Mould Avenue, between St. Clair Avenue West and Pritchard Avenue, the following financial impact will result.

The estimated cost for installing three speed humps is \$9,000.00. This can be accommodated within funds allocated by City Council as part of the Transportation Services Capital Budget, subject to competing priorities and funding availability.

ISSUE BACKGROUND

Transportation Services received two petitions from the Ward Councillor, on behalf of area residents, to investigate the feasibility of physical traffic calming measures (speed humps) and for a 30 km/h speed limit on Mould Avenue, to address concerns with speeding vehicles. A map of the area is Attachment 2.

COMMENTS

Mould Avenue is a two-lane road classified in the City’s Road Classification System as a “Local” road. This street operates two-way between St. Clair Avenue West and Corbett Avenue. The roadway has an urban cross-section which includes curb, gutter and sidewalks on both sides of the street. The roadway width is 8.5 meters. The legal speed limit on Mould Avenue is 40 km/h from St. Clair Avenue West to Pritchard Avenue and 50 km/h from Pritchard Avenue to Corbett Avenue.

Study data was applied to the City of Toronto 30 km/h Speed Limit Warrant which reveals that a 30 km/h speed limit is not warranted on Mould Avenue between St. Clair Avenue West and Pritchard Avenue. Details of our 30 km/h Speed Limit Warrant analysis are included in Appendix A. The results of the speed studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85 th Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
Mould Avenue	667	420	58	6	2	46 km/h	1153

The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. Studies show that collision rates are lowest at or around the 85th percentile speed.

Based on our assessment, Mould Avenue does not satisfy the technical requirements and fails to meet the necessary criteria, specifically in; (a) *School and Cycling Environment* (Warrant "C") and (b) *Pedestrian and Traffic Environment* (Warrant "D").

We also assessed the subject location according to the City of Toronto’s Traffic Calming Policy. Vehicle speeds and traffic volumes are the prime criteria for installing traffic calming devices. Other environmental factors are also examined, such as road width, pedestrian facilities and grade. The proposal was evaluated under each criteria (Warrants 1, 2 and 3), with the results summarized in Appendix B.

Based on data collected and evaluated against the warrant for the installation of traffic calming measures, the installation of speed humps is not recommended. Mould Avenue does not satisfy the technical requirements, specifically in Warrant 3.1 – Minimum Speed.

Furthermore, it was noted that there have been no reported collisions in the preceding three year period ending December 31, 2014, where vehicle speed was identified as a contributing factor.

Should Etobicoke York Community Council decide to proceed with installing speed humps on Mould Avenue, between St. Clair Avenue West and Pritchard Avenue, we recommend that:

1. The City Clerk (Polling Registry Services) survey eligible householders in English or any other language specified by Community Council, on Mould Avenue, between St. Clair Avenue West and Pritchard Avenue, to determine if property owners/occupants support the installation, according to the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
 - a. The City Solicitor prepare a by-law to alter sections of the roadway on Mould Avenue, between St. Clair Avenue West and Pritchard Avenue for traffic calming purposes, generally as shown on Drawing EY16-31, dated February 2016, and circulate 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 Mould Avenue, between St. Clair Avenue West and Pritchard Avenue, when the speed humps are installed.

Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles, and could result in increased response times in the event of an emergency.

The current City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally survey property owners/occupants who are directly affected by installing speed humps on Mould Avenue. The policy stipulates that a minimum response rate of 50% plus one of affected households/properties respond, and that 60 % of valid responses support the proposal in order to implement the plan.

Subject to approval by Etobicoke York Community Council, according to the recommendations indicated above, the City Clerk will survey property owners/occupants and report the results to Etobicoke York Community Council. If the survey supports installing speed humps on Mould Avenue, between St. Clair Avenue west and Pritchard Avenue, Transportation Services staff will schedule their installation based on relative need and competing priorities.

EMERGENCY SERVICES COMMENTS

Consultation with emergency services (Police, Fire and Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. To date, no response has been received.

Regardless, given the low incidence of speeding on Mould Avenue, the installation of speed humps or other traffic calming measures are not technically warranted at this time and, therefore, not recommended.

CONTACT

Muhammad Qamar, Traffic Operations - Etobicoke York District

Phone: 416-338-2972; Fax: 416-394-8942

Email: mqamar@toronto.ca

AFS22830

SIGNATURE

Vincent Sferrazza

Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix A: 30 km/h Speed Limit Warrant
Appendix B: Traffic Calming Warrant Criteria
Attachment 1: Speed Hump Location Plan
Attachment 2: Map

Appendix A
30 km/h Speed Limit Warrant
Mould Avenue between St. Clair Avenue West and Pritchard Avenue

Warrant "A" – Petition	
Consideration of 30 km/h speed limit on a street upon receipt of a petition signed by at least 25% of affected households (or 10% in the case of multiple family rental dwellings).	Yes
Warrants "B", "C", and "D" will not be considered until Warrant "A" is satisfied.	

ROAD ENVIRONMENT

Warrant "B" – <u>ALL</u> of the following criteria must be met	
1. Local or Collector road	Yes
2. Pavement width less or equal to 8.5 metres	Yes
3. Operating speed (85 th percentile) no greater than 50km/h	Yes – 46 km/h
4. Maximum traffic volume Local & Collector – less than 8,000 vehicles/day	Yes - 1153

SCHOOL AND CYCLING ENVIRONMENT

Warrant "C" – At least <u>ONE</u> of the following criteria must be met	
1. Elementary or junior high school abuts the road – (<i>The 30 km/h maximum speed limit must extend at a minimum 150 metres beyond the boundary of school property and can be extended to include full road section</i>)	No
2. Improved parkland abuts the road that is contiguous to and used to gain access to an elementary or junior high school – (<i>The 30 km/h maximum speed limit must extend at a minimum 15 metres beyond the boundary of the parkland and can be extended to include full road section</i>)	No
3. Presence of cycling facilities identified by means of a contra-flow bicycle lane, mid-block sharrows or signed bicycle route	No

PEDESTRIAN AND TRAFFIC ENVIRONMENT

Warrant "D" – At least <u>THREE</u> of the following criteria must be met	
1. Absence of continuous sidewalk on both sides of the road or major portion of the road	No
2. 'Significant parking activity' that results in cars being parked most of the time on both sides of the road or parked on one side, and the pavement width is less than 6.5 metres	No
3. 2 or more curves in short distance from each other (<200 metres) with safe operating speed less than 30 km/h	No
4. Lack of sufficient safe stopping distance (65 metres) based on the operating speed of 40 km/h at two or more locations	No

OVERALL WARRANT SUMMARY

Warrants "B" and "C" met or "B" and "D" met	No
--	-----------

Appendix B

Traffic Calming Warrant Criteria Mould Avenue between St. Clair Ave West and Pritchard Avenue

Warrant	Criterion	Requirement	Met/Not Met	
Warrant 1 Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. OR A direct request from the Ward Councillor in consultation with the public. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Petition from Councillor on behalf of area residents	
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met –there should be minimal traffic spill-over to other streets	
Warrant 2 Safety Requirements	2.1 Sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). OR Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered.	Met – continuous sidewalk on both sides of Mould Avenue.	
	2.2 Road Grade	Road grade 5% or less. OR Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Met – 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.	Met -General objections from Toronto Fire, Ambulance and Police.	
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th 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. OR On streets where the 85 th 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.	Not Met - 46 km/h (6 km/h over the posted speed limit)	
	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	Met - Local Road 1153 vpd
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		Met 280 meters
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)		Met – No TTC service.