

**Clause embodied in Report No. 3 of the Toronto West Community Council, which was before the Council of the City of Toronto at its Special meeting on April 15 and 16, 2004.**

**8**

**Traffic Assessment - The Kingsway Neighbourhood  
(Ward 5 - Etobicoke-Lakeshore)**

*(City Council on April 15 and 16, 2004, deferred consideration of this Clause to the next regular meeting of City Council on May 18, 2004.)*

**The Toronto West Community Council submits the report (August 12, 2003) from the Director, Transportation Services, District 2, to Council without recommendation.**

The Toronto West Community Council reports for the information of Council having:

- (1) received the report (March 22, 2004) from the Director, Transportation Services, West District;
- (2) requested the Director, Transportation Services, West District 2, to report to the May 4, 2004 meeting of the Toronto West Community Council on implementing two-way traffic on Government Road west of The Kingsway to serve the residents at 200 and 202 The Kingsway; and
- (3) received the communications.

**The Toronto West Community Council submits the following report (August 12, 2003) from the Director, Transportation Services, District 2:**

Purpose:

To present the results of traffic studies related to requests for traffic calming and other traffic control measures on The Kingsway between Bloor Street West and Government Road, and on streets in the area bordered by Bloor Street West to the south, The Kingsway to the north and east, and Royal York Road to the west.

Financial Implications and Impact Statement:

There are no financial implications associated with this report.

### Recommendations:

It is recommended that:

- (1) physical traffic calming devices not be installed on The Kingsway between Bloor Street West and Government Road as the Traffic Calming Warrant is not met;
- (2) physical traffic calming devices not be installed on any street in the area bordered by Bloor Street to the south, The Kingsway to the north and east, and Royal York Road to the west, as the Traffic Calming Warrant is not met;
- (3) an all-way stop control not be erected at the intersection of The Kingsway and King Georges Road as the All-Way Stop Control Warrant is not achieved; and
- (4) an all-way stop control not be erected at the intersection of The Kingsway and Kingsway Crescent as the All-Way Stop Control Warrant is not achieved

### Background:

Transportation Services, District 2, received a petition via Councillor Milczyn's office, from the residents of The Kingsway between Bloor Street West and Government Road. The petition is a request for traffic calming measures on this section of The Kingsway.

In response to this request, staff have liaised with the area Councillor to establish the boundaries of areas which potentially would be impacted by proposed traffic calming measures. The area is bordered by The Kingsway to the north and east, Bloor Street West to the south, and Royal York Road to the west.

The assessment of traffic conditions north of Bloor Street West, between Royal York Road and The Kingsway, including The Kingsway, is the basis of this report. A map of the area is attachment No. 1.

### Comments:

The Kingsway, between Bloor Street West and Dundas Street West is a two-lane roadway designated in the City's Road Classification System as a "Collector". The majority of this section of The Kingsway has a rural cross-section (ditches and no curb). The posted speed limit on this roadway is 40 km/h.

There are sidewalks on the north/east side of The Kingsway between Bloor Street West and Wendover Road, and on the west side between Kingsgrove Boulevard and Usher Avenue. There are no sidewalks on The Kingsway between Wendover Road and Kingsgrove Boulevard; and, Usher Boulevard and Dundas Street. An area sidewalk map is Attachment No. 2.

Land use in the area is residential (first and second density).

Traffic Control signals are located at the intersection of Bloor Street West and The Kingsway. All-Way Stop controls are located on The Kingsway at the intersections of Prince Edward Drive, Grenview Boulevard North and Kingsgrove Boulevard. A map showing the location of these traffic control devices is Attachment No. 3.

Parking is currently prohibited anytime on The Kingsway on the east side between Bloor Street West and Kingsway Crescent, on the west side between Bloor Street West and King Georges Road, on the south side between Prince Edward Drive and Kingsgrove Boulevard, and both sides between Kingsgrove Boulevard and Dundas Street West. These parking prohibitions are indicated on the attached map (Attachment No. 4.). There has been a request from some residents to remove the parking prohibition on the east side of The Kingsway, north of Kingsgrove Boulevard. Staff will consider this request through a formal survey of the affected residents.

The following is the criteria for physical traffic calming, as approved by City Council in April, 2002, as part of the City of Toronto Traffic Calming Policy.

- (1) On streets where there are no sidewalks, the installation of sidewalk on at least one side of the street must be considered prior to physical traffic calming, AND
- (2) Traffic Calming measures must not be installed at or near locations where the road grade exceeds eight percent, AND
- (3) On streets where mid-block traffic calming measures are proposed, the block length between controlled intersections (stop signs or traffic control signals) must exceed 120 metres, AND
- (4) On streets where the 85<sup>th</sup> percentile speed exceeds the warranted speed limit by a minimum of 15 km/h, there is no minimum volume required, OR
- (5) On streets where traffic calming is proposed, the 85<sup>th</sup> percentile speed must be a minimum of 10 km/h (and less than 15 km/h) over the warranted speed limit, and the following traffic volume requirements must be fulfilled:

Local Roads – between 1,000 and 2,500 vehicles per day (principally)

Collector Roads – between 2,500 and 8,000 vehicles per day (principally)

- Notes: - Warranted speed limit is the speed limit specified by the City of Toronto 40 km/h Speed Limit Warrant
- Block lengths are measured from centre to centre of intersecting streets
  - Road Classifications are as specified in the City of Toronto Road Classification System.
  - The review should be conducted from one intersecting collector street (or arterial street) to another.

To address the request for traffic calming on The Kingsway, traffic volume and speed data were collected on The Kingsway, between Bloor Street West and Government Road. The following table summarizes the data collected.

TRAFFIC VOLUMES AND OPERATING SPEEDS – The Kingsway

LOCATION	DATE	24HR COUNT	85 <sup>TH</sup> PERCENTILE SPEED
A1 -The Kingsway S/O Kingsway Crescent	06/03/2003	6874	49 km/h
A2 - The Kingsway E/O Jackson Avenue	06/05/2003	6539	47 km/h
A3 -The Kingsway S/O Government Road	06/11/2003	5389	52 km/h

The following table applies the above data to the traffic calming criteria.

WARRANT ANALYSIS – The Kingsway

Traffic Calming Criteria	Location		
	A1	A2	A3
1 – Sidewalks	Met	Not Met	
2 – Grade < 8%	Met		
3 – Min. distance (120.0 m) between traffic control devices	Met		
4 – 85 <sup>th</sup> percentile speed > 15 km over warranted speed limit	Not Applicable		
5 – 85 <sup>th</sup> percentile speed > 10 km over warranted speed limit and traffic volume >2500 vehicles per day	Not Met		Met
Overall	Not Met		

Based on the traffic calming criteria, none of the three locations on The Kingsway, between Bloor Street West and Government Road warrant physical traffic calming at this time.

In addition, speed and volume data was collected on all roadways (with the exception of Prince Edward Drive) in the area bordered by The Kingsway to the north and east, Bloor Street West to the south, and Royal York Road to the south. The following tables summarize the data collected.

TRAFFIC VOLUME AND OPERATING SPEEDS – Streets running north/south in study area

LOCATION	DATE	24-HOUR COUNT	85 <sup>TH</sup> PERCENTILE SPEED
B- Kingscourt Drive N/O Bloor Street West	06/03/2003	242	46 km/h
C- Kingsmill Road N/O Bloor Street West	06/03/2003	131	37 km/h
D1-Kings Lynn Road N/O Bloor Street West	06/03/2003	285	42 km/h
D2- Kings Lynn Road N/O The Kingsway	06/05/2003	161	42 km/h
E1- Wendover Road S/O King Georges Road	05/12/2003	1154	43 km/h
E2 –Wendover Road N/O King Georges Road	05/06/2003	577	44 km/h
F1 – Grenview Boulevard S/O Varley Lane	05/08/2003	699	46 km/h
F2 – Grenview Blvd. N/O King Georges Rd.	05/06/2003	400	38 km/h
G1- Jackson Avenue S/O Varley Lane	05/08/2003	858	46 km/h
G2 –Jackson Avenue N/O King Georges Rd	05/06/2003	437	44 km/h
H1 – Willingdon Boulevard N/O Varley Lane	05/10/2003	1269	41 km/h
H2 – Willingdon Blvd. N/O Tremayne Ave.	05/24/2003	555	43 km/h

The following table applies the above data from the north/south streets to the traffic calming criteria.

WARRANT ANALYSIS – North/South Streets in study area

Traffic Calming Criteria	Location											
	B	C	D1	D2	E1	E2	F1	F2	G1	G2	H1	H2
1 – Sidewalks	Met		Not Met		Met							
2 – Grade < 8%	Met											
3 – Min. distance (120.0 m) between traffic control devices	Met											
4 – 85 <sup>th</sup> percentile speed > 15 km over warranted speed limit	Not applicable											
5 – 85 <sup>th</sup> percentile speed > 10 km over warranted speed limit and traffic volume > 1000 vehicles per day	Not Met											
Overall	Not Met											

TRAFFIC VOLUME AND OPERATING SPEEDS – Streets running east/west in study area

LOCATION	DATE	24-HOUR COUNT	85 <sup>TH</sup> PERCENTILE SPEED
I - Varley Lane e/o Willingdon Boulevard	05/20/2003	482	32 km/h
J1- King Georges Road w/o Kingsmill Road	06/03/2003	1360	45 km/h
J2- King Georges Road e/o Jackson Avenue	05/20/2003	2659	46 km/h
K- Tremayne Avenue e/o Royal York Road	05/20/2003	158	35 km/h
L – Kingsgrove Blvd. e/o Royal York Road	06/04/2003	1987	46 km/h
M – Usher Avenue e/o Royal York Road	06/11/2003	4820	37 km/h

The following table applies the above data from the east/west streets to the traffic calming criteria.

WARRANT ANALYSIS – East/West Streets in study area

Traffic Calming Criteria	Location					
	I	J1	J2	K	L	M
1 – Sidewalks	Not Met	Met		Not Met	Met	Not Met
2 – Grade < 8%	Met					
3 – Min. distance (120.0 m) between traffic control devices	Not Met	Met		Not Met	Met	Not Met
4 – 85 <sup>th</sup> percentile speed > 15 km over warranted speed limit	Not Applicable					
5 – 85 <sup>th</sup> percentile speed > 10 km over warranted speed limit and traffic volume > 1000 vehicles per day	Not Met					
Overall	Not Met					

Based on the traffic calming criteria, all the aforementioned streets do not warrant physical traffic calming.

## ALL-WAY STOP STUDIES

The traffic assessment on The Kingsway also included traffic counts at the intersections of The Kingsway and King Georges Road, and The Kingsway and Kingsway Crescent, to determine if the installation of all-way stops are warranted at these locations.

The justification for the installation of an all-way stop control in the City of Toronto is based on a technical warrant adopted by City Council. The analysis of this warrant is based on data compiled from an eight-hour traffic study and a review of the collision history.

Staff applied the harmonized All-way Stop Control warrants to the traffic volume data collected at the two intersections. The following tables summarize the results of the traffic studies.

Location: The Kingsway (the major road) and King Georges Road (the minor road)

Date: June 9, 2003 (Monday)

Eight-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
7:00 to 8:00 a.m.	725	52	93/7
8:00 to 9:00 a.m.	739	56	92/8
10:00 to 11:00 a.m.	368	25	93/7
11:00 a.m. to 12:00 p.m.	412	41	90/10
1:00 to 2:00 p.m.	204	14	93/7
2:00 to 3:00 p.m.	424	42	90/10
4:00 to 5:00 p.m.	635	38	94/6
5:00 to 6:00 p.m.	788	39	95/5
Study Period Average	537	38	93/7
Warrant Requirements For Study Period Average	≥ 500	≥ 200	≥ 30/70 or ≤ 70/30

Location: The Kingsway (the major road) and Kingsway Crescent (the minor road)

Date: July 8, 2003 (Tuesday)

Eight-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
7:00 to 8:00 a.m.	585	65	89/11
8:00 to 9:00 a.m.	632	69	89/11
10:00 to 11:00 a.m.	309	33	89/11
11:00 a.m. to 12:00 p.m.	353	25	93/7
1:00 to 2:00 p.m.	367	25	93/7
2:00 to 3:00 p.m.	380	32	92/8
4:00 to 5:00 p.m.	548	29	95/5
5:00 to 6:00 p.m.	677	38	94/6
Study Period Average	481	40	92/8
Warrant Requirements For Study Period Average	≥ 500	≥ 200	≥ 30/70 or ≤ 70/30

To warrant the installation of an all-way stop control, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations:

(A) “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”

or

(B) “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-Major/Minor Roads”

It is evident that neither combination (A or B) is completely satisfied at either intersection.

With respect to the collision history, there has been one reportable collision at each intersection over the last three-year (2000-2002) period that data is fully available on the City’s collision reporting system. The collision rate (0.3 per year) for both intersections was applied to the collision history section of the all-way stop control warrant. Given that an average of four collisions or more per year (those susceptible to correction by an all-way stop) would warrant an all-way stop on a collector type roadway with a traffic volume greater than 6,000 vehicles per day, neither intersection meets the collision history criteria of the all-way stop warrant.

During the study period, no conflicts were observed and both intersections appeared to be operating in a safe manner. Pedestrians (an average of one and two per hour at King Georges Road and Kingsway Crescent, respectively) were able to cross the major street (The Kingsway) without difficulty and with minimal delay.

Based on the non-compliance of the traffic volume warrants and the observations made during the traffic studies, the installation of all-way stop controls are not recommended at the intersections of The Kingsway and King Georges Road, and The Kingsway and Kingsway Crescent.

#### ORIGIN/DESTINATION STUDY RESULTS

In addition, origin/destination (O/D) studies were conducted on The Kingsway, north of Bloor Street West and south of Usher Avenue, to determine the amount of transient (cut-through) traffic. The attached tables (Attachment No's 5 & 6) summarize the two day study.

Based on the data collected, the amount of cut-through traffic in the peak traffic periods is approximately 50 percent of the total traffic on The Kingsway. This percentage is considered typical for a collector type roadway.

Furthermore, staff took a sample (approximately 40%) of the total transient traffic recorded during the June 12<sup>th</sup> study and ran licence plate traces to determine the origin/destination of these motorists. The attached tables (Attachment No. 7) summarize the licence plate traces.

Based on the licence plate traces, 80 percent of the transient traffic on The Kingsway in the peak traffic periods is being generated by motorists living in the City of Toronto. Motorists living in the Community of Etobicoke are generating half of the total cut-through traffic.

#### Conclusions:

The traffic calming request for The Kingsway, between Bloor Street West and Government Road, was evaluated using the warrant criteria outlined in the Traffic Calming Policy adopted by City Council in April 2002. Based on these criteria, physical traffic calming is not warranted and not recommended on this section of roadway. Also, physical traffic calming is not recommended on the streets studied in the area bordered by Bloor Street West to the south, The Kingsway to the north and east, and Royal York to the west, given that the warrants for the installation of physical traffic calming are not met.

Traffic counts conducted at the intersections of The Kingsway and King Georges Road, and The Kingsway and Kingsway Crescent revealed that the installation of all-way stop controls is not warranted at either intersection. Based on the non-compliance of the warrants, the installation of all-way stop controls are not recommended at intersections of The Kingsway and King Georges Road; or, The Kingsway and Kingsway Crescent.

Origin/Destination studies conducted on The Kingsway, between Bloor Street West and Usher Avenue revealed that the amount of transient (cut-through) traffic is typical given the function of this street in the City's road network. The study further revealed that a large majority of the motorists using this section of The Kingsway live in the Etobicoke Community or other communities within The City of Toronto.

Contact:

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(Attachments 1 to 7, referred to in the foregoing report, were forwarded to all Members of the Toronto West Community Council with the agenda for its meeting on April 7, 2004, and copies are on file in the City Clerk's Office, Etobicoke Civic Centre.)

**The Toronto West Community Council also submits the following report (March 22, 2004) from the Director, Transportation Services, West District:**

Purpose:

To table a staff report dated August 12, 2003, for consideration of Toronto West Community Council and Toronto City Council, in accordance with a request received by the Ward Councillor.

Financial Implications and Impact Statement :

There are no financial implications associated with this report.

Recommendations :

It is recommended that:

- (1) physical traffic calming devices not be installed on The Kingsway between Bloor Street West and Government Road, as the Traffic Calming Warrant is not met;
- (2) physical traffic calming devices not be installed on any street in the area bordered by Bloor Street to the south, The Kingsway to the north and east, and Royal York Road to the west, as the Traffic Calming Warrant is not met;
- (3) an all-way stop control not be erected at the intersection of The Kingsway and King Georges Road as the All-Way Stop Control Warrant is not achieved; and
- (4) an all-way stop control not be erected at the intersection of The Kingsway and Kingsway Crescent, as the All-Way Stop Control Warrant is not achieved.

Background:

At its meeting held on September 22, 23, 24 and 25, 2003, Toronto City Council took no action on a staff report dated August 12, 2003 entitled Traffic Assessment – The Kingsway Neighbourhood and the associated recommendations.

Comments:

The Ward Councillor requested that staff have the report placed on the Toronto West Community Council agenda.

Conclusions:

Toronto West Community Council and Toronto City Council give consideration to the recommendations contained within the staff report dated August 12, 2003.

Contact:

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**The Toronto West Community Council also submits the following communication (April 7, 2004) from Councillor Milczyn re (1) Traffic Assessment – The Kingsway Neighbourhood, and (2) Traffic Assessment – Edgemore Drive, Glenroy Avenue and Meadowvale Drive:**

Recommendations

I respectfully submit for your consideration and request that you reject the staff recommendations contained in each of the two reports and adopt my recommendations as follow.

- (1) Not adopt the staff recommendations contained in Item No. 10 and in their place adopt the following:
  - (i) That WES staff proceed with a formal traffic calming poll for residents on The Kingsway;
  - (ii) That an all-way stop control be erected at the intersection of The Kingsway and King Georges Road; That an all-way stop control be erected at the intersection of The Kingsway and Kingsway Crescent;
  - (iii) That an all-way stop control be erected at the intersection of The Kingsway and Craik Road/Usher Avenue;
  - (iv) That a three-way stop control be erected at the intersection of The Kingsway and Government Road;
  - (v) That staff report back to Community Council on the continuation of these new all-way stop controls after any implementation of traffic calming measures on The Kingsway.

- (2) Not adopt the WES staff recommendations contained in Item No. 36 and in their place adopt the following:

That staff proceeds with the formal poll for traffic calming Edgemore Drive, Glenroy Avenue, and Meadowvale Drive.

- (3) That WES staff report to the May 4, 2004 Toronto West Community Council meeting on implementing two-way traffic on Government Road west of The Kingsway to serve the residents at 200 and 202 The Kingsway.

Background:

Items 10 and 36 were before the Etobicoke Community Council in September 2003. The Etobicoke Community Council approved the traffic calming and stop sign requests for the Kingsway neighbourhood but did not approve the traffic calming request for Edgemore Drive, Glenroy Avenue, and Meadowvale Drive. This was due to the membership of the former Community Council and on which members happened to be in attendance for each vote.

City Council took no action on the recommendations from the Community Council as the City Council meeting concluded with many items on the agenda remaining unresolved.

In both cases the warrants for traffic calming are very close to being met. Residents in these communities have been waiting for over four years for the opportunity to even have Council consider their requests. This is due to the fact that former City of Etobicoke had no traffic calming policy and residents had to wait for the new amalgamated Toronto policy to be adopted.

There is widespread support in both communities for these measures. The Kingsway while an exclusively residential street with a neighbourhood residential feel does experience a high volume of traffic and excessive speeding. Many accidents occur on this street which may go unreported because they involve no injuries and are in many cases single car incidents. Speeding is a serious problem, which needs to be addressed. The stop signs could serve as an interim measure until traffic calming is implemented.

Edgemore Drive, Glenroy Avenue, and Meadowvale Drive are East/West through streets connecting Royal York Road and Prince Edward Drive. These are the first three streets south of the busy Bloor Street commercial area. Glenroy Avenue, where the warrants are very close to being met, has the added factors of being the first street north of The Queensway that connects Royal York and Prince Edward Drive South and being the location of Sunnylea Junior School. All three streets should be looked at as a whole due to the nature of the local traffic patterns.

I urge members to allow these initiatives to proceed. There is community support for them and Etobicoke residents have been waiting patiently many years to benefit from the same protections as residents in other areas of the City of Toronto have long enjoyed.

The Toronto West Community Council also had before it the following communications during consideration of this matter:

- (i) (March 29, 2004) from Anna Traer;
- (ii) (March 30, 2004) from Miriam Freifeld;
- (iii) (April 6, 2004) from Edward and Sylvia Kwan;
- (iv) (April 6, 2004) from Sandy and Brian Dayes;
- (v) (April 6, 2004) from Mary L. Campbell, President, The Kingsway Park Ratepayers Inc.;  
and
- (vi) (April 7, 2004) from Don Moffat.

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The following persons appeared before the Toronto West Community Council in connection with the foregoing matter:

- Don Moffat, The Kingsway Traffic Calming Committee, and filed a submission;
- James Flynn, The Kingsway Traffic Calming Committee;
- Tom Gough, The Kingsway Park Ratepayers Inc., and filed a submission;
- Damaris Robinson; and
- Harold Christie.

(Councillor Nunziata declared an interest in the above matter, in that her brother is a resident of The Kingsway.)

*(Councillor Nunziata on April 15 and 16, 2004, declared an interest in the foregoing Clause, in that her brother is a resident of The Kingsway.)*