TORONTO

STAFF REPORT
ACTION REQUIRED

Traffic Calming – Prince Edward Drive, between Government Road and Queen Anne Road

Date:	September 4, 2013
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2013\Cluster B\TRA\EtobicokeYork\eycc130115-to

SUMMARY

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 Prince Edward Drive. A staff assessment concludes that the criteria for installing speed humps are met on Prince Edward Drive, between Government Road and Queen Anne Road.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Authorizing the City Clerk to conduct a survey of eligible residents on Prince Edward Drive, between Government Road and Queen Anne Road, to determine public support for the proposed speed hump plan for Prince Edward Drive.

2. Subject to favourable survey results on Prince Edward Drive,

    a. The City Solicitor prepare by-laws to alter sections of the roadway on Prince Edward Drive, between Government Road and Queen Anne Road, for traffic calming purposes, generally as shown on the attached Drawing EY13-217 , dated September, 2013, and circulated to residents through the survey process; and,

b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Prince Edward Drive, between Government Road and Queen Anne Road, when the speed humps are installed.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget – proposed speed hump installation (4 humps) on Prince Edward Drive and related signage/markings	Transportation Services Capital Budget	$12,000.00

ISSUE BACKGROUND

In response to petitions submitted to the area Councillor, from residents on Prince Edward Drive, Transportation Services staff investigated the need for traffic calming measures on Prince Edward Drive, between Government Road and Queen Anne Road. The request for traffic calming was due to residents concerns with vehicular speeds on this section of Prince Edward Drive. A map of the area is Attachment 1.

COMMENTS

Prince Edward Drive is classified in the City's Road Classification System as a "Collector" road having one lane in each direction. The posted speed limit on this street is 40 km/h. The roadway has an urban cross-section which includes curb and gutter. There are sidewalks on the both sides of the street. Lambton Kingsway Junior Middle School is located on the east side of Prince Edward Drive south of Government Road. A Pedestrian Crossover (PXO) is located at the south limit of the school just north of Marquis Avenue.

To address traffic speed concerns, automatic speed and volume counts were conducted on Prince Edward Drive in the vicinity of Queen Anne Road. 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. Applying the study data to the Traffic Claming Warrant shows that Prince Edward Drive, between Government Road and Queen Anne Road, satisfies the criteria for speed humps. 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 Prince Edward Drive. Under the policy, we must receive a minimum response rate of 51 per cent, of which at least 60 per cent of respondents 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 Prince Edward Drive, between Government Road and Queen Anne Road. If the polls show support for installing speed humps, Transportation Services will schedule installation according to relative need and competing priorities.

No alterations to parking regulations are required. No significant negative impacts on winter services, street cleaning or garbage collection are anticipated; however, as indicated previously, it will reduce emergency vehicle speeds on a street designated as a primary response route.

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. Toronto Fire Services has provided the following 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.
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> 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

Blair S. Lagden, Engineering Technologist Technician 1
Traffic Operations, Etobicoke York District
Tel: 416-392-8414; Fax: 416-394-8942
Email: blagden@toronto.ca
AFS18395

SIGNATURE

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

ATTACHMENTS

Appendix "A": Traffic Calming Warrant Criteria Table – Prince Edward Drive
Attachment 1: Map - Proposed Speed Hump Location Plan- Prince Edward Drive

Appendix A

Traffic Calming Warrant Criteria

Prince Edward Drive, between Government Road and Queen Anne Road

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. **Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.**		**Met –** Petition
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets		**Met**
Warrant 2 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). **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 sidewalks on both sides
	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.		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	85th 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 85th 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.		**Met** – Speed studies show 85th percentile as 51 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	**Met** – Collector with volume of 5882 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)		**Met –** 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)		**Met** – No TTC service