

**Traffic Calming – Glenellen Drive East, between Prince Edward Drive South and Park Lawn Road**

<b>Date:</b>	March 11, 2016
<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:\2016\Cluster B\TRA\EtobicokeYork\eycc160049-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.

This report outlines the results of our investigation into installing speed humps on Glenellen Drive East, between Prince Edward Drive South and Park Lawn Road. The results indicate that the criteria to justify installing speed humps are not satisfied.

**RECOMMENDATIONS**

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**Transportation Services recommends that:**

1. Etobicoke York Community Council NOT install traffic calming on Glenellen Drive East, between Prince Edward Drive South and Park Lawn Road.

**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 Glenellen Drive East, between Prince Edward Drive South and Park Lawn Road, the following financial impact will result:

1. The estimated cost for installing four speed humps is \$12,000.00. 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 a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of physical traffic calming measures (speed humps) on Glenellen Drive East, to address concerns with speeding vehicles. A map of the area is Attachment 1.

## COMMENTS

Glenellen Drive East between Prince Edward Drive South and Park Lawn Road is a two-lane road classified in the City's Road Classification System as a "Local" road. It is located in a residential community south of Bloor Street West and east of Prince Edward Drive South. The roadway is built to rural standards (ditches and swales) without sidewalks on either side of the road. The speed limit on Glenellen Drive East is 40 km/h.

We assessed the subject location according to the City of Toronto's Traffic Calming Policy. The principal criteria for installing speed humps are vehicle operating speeds and volume. Other environmental factors are also examined, such as road width, pedestrian facilities and grade. The proposal was evaluated under each of the three criteria (Warrants 1, 2 and 3), with the results summarized in Appendix A.

To address the Councillor's request for traffic calming, speed and volume studies were conducted on Glenellen Drive East, between Kingslea Court and Ballacaine Drive. The results of these studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85 <sup>th</sup> Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
Glenellen Drive East	597	174	16	1	1	43 km/h	789

The 85<sup>th</sup> 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 85<sup>th</sup> percentile speed.

Based on our assessment, Glenellen Drive East does not satisfy the technical requirements, specifically in the 85<sup>th</sup> percentile speed and volume criteria requirement for Warrant 3.1 & 3.2.

Accordingly, based on data collected and evaluated against the warrant for the installation of traffic calming measures, the installation of speed humps is not recommended on Glenellen Drive East. Our assessment of the impact of traffic calming on Glenellen Drive East indicates that some traffic diversion may result in the area onto the neighbouring or adjacent streets.

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.

Notwithstanding our recommendation, if Etobicoke York Community Council decides to proceed with installing speed humps on Glenellen Drive East, between Prince Edward Drive East and Park Lawn Road, we recommend that:

1. The City Clerk (Polling Registry Services) survey eligible householders in English or any other language specified by Community Council, on Glenellen Drive East, between Prince Edward Drive South and Park Lawn Road, 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 Glenellen Drive East, between Prince Edward Drive South and Park Lawn Road for traffic calming purposes, generally as shown on Drawing EY16-46, dated March 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 Glenellen Drive East, between Prince Edward Drive South and Park Lawn Road, 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 Glenellen Drive East. Under the policy, the City Clerk must receive a minimum response rate of 51 percent, of which at least 60 percent of respondents must favour installing speed humps.

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 Glenellen Drive East, between Prince Edward Drive South and Park Lawn Road, Transportation Services staff will schedule their installation based on relative need and competing priorities.

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 effect 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.”

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

## **CONTACT**

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## **SIGNATURE**

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Vincent Sferrazza  
Director, Transportation Services - Etobicoke York District

## **ATTACHMENTS**

Appendix A: Traffic Calming Warrant Criteria  
Attachment 1: Speed Hump Location Plan

## Appendix A

### Traffic Calming Warrant Criteria Glenellen Drive East between Prince Edward Drive South and Park Lawn Rd

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 in consultation with the public. <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met</b> – Ward Councillor direct request
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met</b> - Adjacent streets with similar road characteristics may be impacted
<b>Warrant 2</b> Safety Requirements	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>Not Met</b> – no sidewalks on either side of Glenellen Drive East.
	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.	<b>Met</b> -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>Not Met</b> - Speed studies show 85 <sup>th</sup> percentile as 43 km/h (3 km/h over the 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
	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 exceed 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.