

Traffic Calming – Liscombe Road, between Maple Leaf Drive and Rustic Road

Date:	March 23, 2016
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 12 – York South-Weston
Report Number:	p:\2016\Cluster B\TRA\EtobicokeYork\eycc160059-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 speeding concerns on Liscombe Road between Maple Leaf Drive and Rustic Road. Staff assessment concludes that motorists are exceeding the 40 km/h speed limit and applying the traffic calming warrant criteria reveals that the installation of speed humps are justified.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. The City Clerk (Polling Registry Services) survey eligible householders in English or any other language specified by Community Council, on Liscombe Road, between Maple Leaf Drive and Rustic Road, to determine if property owners/occupants support the installation of speed humps, according to the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the survey;
 - a. The City Solicitor prepare a by-law to alter sections of the road on Liscombe Road, between Maple Leaf Drive and Rustic Road, for traffic calming purposes, generally as shown on the attached Drawing EY16-56, dated March 2016, and circulated 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 Liscombe Road, between Maple Leaf Drive and Rustic Road, when the speed humps are installed.

Financial Impact

The estimated cost for installing three (3) speed humps will be \$9,000.00. This can be accommodated within funds allocated by City Council as part of the Transportation Capital Budget, subject to competing priorities and funding availability.

ISSUE BACKGROUND

In response to a request from the residents of Liscombe Road at a public meeting, Transportation Services staff investigated the need for traffic calming between Maple Leaf Drive and Rustic Road. The request for traffic calming was due to residents' concerns with vehicular speeds on this street. A map of the area is Attachment 1.

COMMENTS

Liscombe Road is a two-lane 8.5 metres wide road classified in the City’s Road Classification System as a “Local” road. This street is located in the residential community east of Jane Street, south of Highway 401. Sidewalks are absent on both sides of the roadway. The legal speed limit on Liscombe Road is 40 km/h. Stop signs are located at Alladin Avenue and Burr Avenue along Liscombe Road.

To address the traffic speed concerns, automatic speed and volume studies were conducted mid-block on Liscombe Road, between Rustic Road and Alladin Avenue on December 16, 2015. The results of these studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85 th Percentile	24 Hr Total
	1-40	41-50	51-55	56-60	>60		
Liscombe Road between Rustic Road and Alladin Avenue	496	541	97	30	17	50 km/h	1,181

We applied this data to the City of Toronto Traffic Calming Policy. According to the policy, the principle criteria for installing physical traffic calming 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 Calming Warrant shows that Liscombe Road, between Maple Leaf Drive and Rustic Road, satisfies the criteria for physical traffic calming.

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 Liscombe Road. 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 Community Council, according to the recommendations indicated above, the City Clerk will survey property owners/occupants, should the survey support installing speed humps on Liscombe Road, between Maple Leaf Drive and Rustic 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 in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Although we generally advise emergency services of our intentions, we do not always receive a formal response.

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.

CONTACT

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ATTACHMENTS

Appendix "A": Traffic Calming Warrant Criteria – Liscombe Road
Attachment 1: Map EY16-56 dated March 2016

Appendix A
Traffic Calming Warrant Criteria
Liscombe Road, between Maple Leaf Drive and Rustic 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 – Direct request from Ward Councillor, and public meeting.
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets		Met – There should be no traffic spill-over to other streets given the configuration of streets in the area.
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 – No sidewalks.
	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 less than 5%.
	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 the 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.		Met – 85 th percentile speed of 50 km/h (10 km/h over warranted 40 km/h speed limit)
	3.2 Min. and Max. Traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 2,500 Veh/day	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day	Met – Local 1,181 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
	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.