



**STAFF REPORT
ACTION REQUIRED**

**Traffic Calming – Rosemount Avenue, between
Ralph Street and Queenslea Avenue**

Date:	April 20, 2016
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 11 – York South-Weston
Report Number:	p:\2016\Cluster B\TRA\EtobicokeYork\eycc160063-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 Rosemount Avenue, between Ralph Street and Queenslea Avenue. A staff assessment concludes that the criteria for installing speed humps are not met on Rosemount Avenue, between Ralph Street and Queenslea Avenue.

RECOMMENDATIONS

Transportation Services recommends that:

1. Etobicoke York Community Council not approve traffic calming on Rosemount Avenue, between Ralph Street and Queenslea 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 Rosemount Avenue, between Ralph Street and Queenslea Avenue, the following financial impact will result.

The estimated cost for installing eight speed humps is \$24,000.00. 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

Etobicoke York Community Council, at its meeting on February 23, 2016 adopted item EY12.26, a motion to bring consistency to the speed limit on Rosemount Avenue. The speed limit was reduced from 40 km/h to 30 km/h after meeting the City of Toronto's 30 km/h warrant criteria.

Additionally, in response to a petition submitted to the Ward Councillor, from residents on Rosemount Avenue, staff investigated the need for traffic calming on Rosemount Avenue, between Ralph Street and Queenslea Avenue. The request for traffic calming was due to residents' concerns with vehicular speeds on Rosemount Avenue, between Ralph Street and Queenslea Avenue. Maps of the area are Attachments 1 and 2.

COMMENTS

Rosemount Avenue is a two-lane road classified in the City's Road Classification System as a "Collector" road. This street is located in the residential community east of Weston Road and north of Lawrence Avenue West. Sidewalks exist on both sides of the street. CR Marchant Middle School is located on the east side of Rosemount Avenue, between Macdonald Avenue and Ralph Street. The speed limit on Rosemount Avenue, between Ralph Street and Queenslea Avenue is 30 km/h.

Parking is prohibited at all times on the south and west side of Rosemount Avenue, between MacDonald Avenue and Queenslea Avenue and standing is prohibited at all times on the north and east sides of Rosemount Avenue between a point 45 metres west of Ralph Street and MacDonald Avenue and on the south and west sides of Rosemount Avenue, between Ralph Street and MacDonald Avenue. One-hour parking, between 8:00 a.m. and 7:00 p.m. is permitted on the east side of Rosemount Avenue, between King Street and Church Street. Parking is subject to the City-wide three hour limit at all other times and within all other sections of Rosemount Avenue.

To address the petition for traffic calming, speed and volume studies were conducted at three different locations on December 2, 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	51-60	61-65	>65		
Rosemount Ave, between William St and MacDonald Ave	1,023	819	138	6	1	48 km/h	1,987
Rosemount Ave, between Joseph St and Church St	1,471	840	122	16	6	46 km/h	2,455
Rosemount Ave, between Church St and Purdy Cres	2,042	679	71	3	1	44 km/h	2,796

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.

We 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. It should be noted that the study data is based on the warranted speed limit of 40 km/h, as indicated in the policy. The proposal was evaluated under each criteria (Warrants 1, 2 and 3), with the results summarized in Appendix A.

Based on data collected and evaluated against the warrant for the installation of traffic calming measures, the installation of speed humps is not recommended. Rosemount Avenue does not satisfy the technical requirements, specifically in Warrant 3.1 – Minimum Speed and in Warrant 3.2 – Minimum and Maximum Traffic Volume.

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 Rosemount Avenue, between Ralph Street and Queenslea 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 Rosemount Avenue, between Ralph Street and Queenslea 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 Rosemount Avenue, between Ralph Street and Queenslea Avenue for traffic calming purposes, generally as shown on Drawing EY16-73.DGN and EY16.74.DGN, dated April, 2016 and circulate to residents during the polling process.

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 Rosemount 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. If the survey supports installing speed humps on Rosemount Avenue, between Ralph Street and Queenslea Avenue, Transportation Services staff will schedule their installation based on relative need and competing priorities.

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.

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 Rosemount Avenue, the installation of speed humps or other traffic calming measures are not technically warranted at this time and, therefore, not recommended

CONTACT

Larysa Sereda, Traffic Operations - Etobicoke York District

Tel: (416) 416-394-8435; Fax: (416) 394-8942

E-mail: lsereda@toronto.ca

AFS23031

SIGNATURE

Steven T. Kodama, P.Eng.

Director, Transportation Services, Etobicoke York District

ATTACHMENTS

Appendix "A": Traffic Calming Warrant Criteria – Rosemount Avenue

Attachments 1 and 2: Drawing EY16-73 and EY16-74 dated April 2016

Appendix A
Traffic Calming Warrant Criteria
Rosemount Avenue, between Ralph Street and Queenslea 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. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.		Met – Direct request from Ward Councillor, along with petition.
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 – Continuous sidewalk on both sides the street.
	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 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 – 85 th percentile speed of 48 km/h, 46 km/h and 44 km/h (applied to 40 km/h Warrant)
	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	Not Met – Collector 1,987 Veh/day 2,455 Veh/day 2,796 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.

*Warranted speed limit is speed limit specified in the City of Toronto 40 km/h Speed Limit Warrant