TORONTO

STAFF REPORT
ACTION REQUIRED

Traffic Calming – Kennedy Avenue, between Glenwood Avenue and Evelyn Crescent

Date:	August 8, 2016
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 13 – Parkdale – High Park
Reference Number:	p:\2016\Cluster B\TRA\EtobicokeYork\eycc160126-to

SUMMARY

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 traffic calming islands on Kennedy Avenue, between Glenwood Avenue and Evelyn Crescent. The results indicate that the criteria to justify the installation of traffic calming are not satisfied.

RECOMMENDATIONS

Transportation Services recommends that:

1. Etobicoke York Community Council not approve traffic calming on Kennedy Avenue, between Glenwood Avenue and Evelyn Crescent.

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 Kennedy Avenue, between Glenwood Avenue and Evelyn Crescent, the following financial impact will result:

1. The estimated cost for installing two traffic calming islands is $9,000.00. 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 petition, signed by area residents and forwarded by the Ward Councillor, to investigate the feasibility of physical traffic calming measures (traffic calming islands) on Kennedy Avenue, to address concerns with speeding vehicles. A map of the area is Attachment 1.

COMMENTS

Kennedy Avenue, between Glenwood Avenue and Evelyn Crescent, is a two-lane road classified in the City's Road Classification System as a "Local" road. It is located in a residential community north of Bloor Street West, east of Runnymede Road. The roadway is built to urban standards (curb and gutter) with sidewalks on both sides of the street. The speed limit on Kennedy Avenue is 30 km/h. Runnymede Junior and Senior School is located on the west side of Kennedy Avenue.

We assessed the subject location according to the City of Toronto's Traffic Calming Policy. The principal criteria for installation of traffic calming measures 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. It should be noted that the traffic calming warrant analysis is based on a warranted speed limit of 40 km/h, as indicated in the policy.

To address the Councillor's request for traffic calming, speed and volume studies were conducted for a 24-hour period on Kennedy Avenue between Glenwood Avenue and Evelyn Crescent on November 9-10, 2015. The results of these studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85th Percentile	24 Hr Total
	1-30	31-40	41-45	46-50	>5065		
Kennedy Avenue	881	240	6	3	0	35 km/h	1130

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.

Based on our assessment, Kennedy Avenue does not satisfy the technical requirements, specifically in the 85th percentile speed requirement for Warrant 3.1.

Accordingly, based on data collected and evaluated against the warrant for the installation of traffic calming measures, the installation of traffic calming islands are not recommended on Kennedy Avenue. Furthermore, it was noted that there have been no reported collisions in the preceding three year period ending December 31, 2015, where vehicle speed was identified as a contributing factor.

Notwithstanding our recommendation, if Etobicoke York Community Council decides to proceed with installing traffic calming islands on Kennedy Avenue, between Glenwood Avenue and Evelyn Crescent, we recommend that:

1. The City Clerk (Polling Registry Services) survey eligible householders in English or any other language specified by Community Council, on Kennedy Avenue, between Glenwood Avenue and Evelyn Crescent, 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 Kennedy Avenue, between Glenwood Avenue and Evelyn Crescent for traffic calming purposes, generally as shown on Drawing EY16-134, dated August 2016, and circulate to residents during the polling process.

Installing traffic calming may 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 traffic calming measures on Kennedy Avenue. 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 of installing traffic calming devices.

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 traffic calming islands on Kennedy Avenue, between Glenwood Avenue and Evelyn Crescent, Transportation Services staff will schedule their installation based on relative need and competing priorities.

To ensure two-way traffic operations at all times, should traffic calming islands be installed, additional parking restrictions will be required in the area of the islands. The parking prohibitions and traffic calming islands will result in up to eight parking spaces being eliminated from Kennedy Avenue within the subject road section.

Regardless, given the low incidence of speeding on Kennedy Avenue, the installation of traffic calming islands 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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ATTACHMENTS

Appendix A: Traffic Calming Warrant Criteria
Attachment 1: Traffic Calming Island Location Plan

Appendix A

Traffic Calming Warrant Criteria
Kennedy Avenue between Glenwood Avenue and Evelyn Crescent

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 in consultation with the public. **Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.**		**Met**
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets		**Met** – No anticipated traffic diversion
Warrant 2 Safety Requirements	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** – sidewalk 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.		**TBD**- Consultation required with 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.		**Not Met** - Speed studies show 85th percentile as 35 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** - Local Road with volume of 1,130 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 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)		**Met** – No TTC service.

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