Traffic Calming – Walmsley Boulevard

Date: May 18, 2016

To: Toronto and East York Community Council

From: Director, Transportation Services, Toronto and East York District

Wards: St. Paul's, Ward 22

Reference Number: Ts2016120te.top.doc

SUMMARY

This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services staff have reviewed the need for traffic calming on Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied on this roadway. Therefore, traffic calming should not be installed on the subject section of Walmsley Boulevard.

RECOMMENDATIONS

Transportation Services, Toronto and East York District recommends that Toronto and East York Community Council:

1. Deny the installation of traffic calming on Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard.

Financial Impact
The adoption of the above-noted recommendation will not result in any financial impact.
ISSUE BACKGROUND
Transportation Services, Toronto and East York District was requested by Councillor Josh Matlow, on behalf of area residents to report on the need for speed humps on Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard, to address residents’ concerns regarding vehicle speeds.

COMMENTS
Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard, is a local roadway that operates two-way traffic on a pavement width of 8.5 metres and a posted speed limit of 30 km/h. A sidewalk is provided on both sides of this section of Walmsley Boulevard. The TTC does not operate on Walmsley Boulevard.

Analysis
Transportation Services conducted speed and volume studies on December 8-10, 2015. It should be noted that the study is based on the warranted speed limit of 40 km/h. The results of the study indicated that Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard, did not meet all the criteria for installing traffic calming devices. More specifically:

- The operating speed of 47 km/h is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria;
- The daily volume of 447 vehicles is less than the minimum 1,000 vehicles per day requirement; and
- The street segment length of 110 metres between Baker Avenue and Lawton Avenue is less than the required minimum of 120 metres.

Therefore, the installation of traffic calming on Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard, is not warranted.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2015 did not disclose any reported collisions on the subject section of Walmsley Boulevard attributed to speeding.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria – Walmsley Boulevard " outlines the results of our assessment.

Alternate Recommendations
If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard, would be beneficial, it may approve the following:
"That the Toronto and East York Community Council direct that:

1. The Director of Transportation Services, Toronto and East York District request the City Clerk to poll eligible householders on Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

2. Subject to favourable results of the poll, the City Solicitor prepare a by-law to alter sections of the roadway on Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2149, dated May 2016, attached to the report entitled "Traffic Calming – Walmsley Boulevard" from the Director, Transportation Services, Toronto and East York District."

The estimated cost for installing four speed humps on Walmsley Boulevard is $12,000.00. The installation of speed humps on Walmsley Boulevard would be subject to availability in Transportation Services 2017 Capital Funding and competing priorities.

**Conduct Poll**

The City of Toronto traffic calming policy stipulates residents who would be directly affected by installing speed humps on this section of Walmsley Boulevard must be formally polled. A minimum response of 50 percent plus one ballot is required, of these replies, at least 60 percent must be in favour of installing speed humps in order to proceed with the installation. Subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, the City Clerk would poll eligible residents on this section of Walmsley Boulevard. If the poll supports speed humps, Transportation Services staff would schedule installation based on relative need and competing priorities.

**Relative Priority and Other Impacts**

Relative need and priority of speed hump installation is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors’ residences or bicycle routes. Walmsley Boulevard, between Oriole Parkway and Lawton Boulevard, scored 18 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

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.
Emergency Services Comments
Consultation with emergency services (Police, Fire and Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Fire Services provided their comments in the attached letter dated May 9, 2016 (Appendix B) and Toronto Paramedic Services provided their comments in the attached letter dated May 17, 2016 (Appendix C). Comments have not been received from the Toronto Police Service.

Councillor Josh Matlow has been advised of the recommendations of this staff report.

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SIGNATURE
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LIST OF ATTACHMENTS
1. Drawing No. 421G-2149, dated May 2016
2. Appendix A – Table 1: Traffic Calming Warrant Criteria
3. Appendix B – Letter from Toronto Fire Services, dated May 9, 2016