TORONTO

REPORT FOR ACTION

Traffic Calming - King George's Drive, between Keele Street and Trethewey Drive

Date: March 3, 2017
To: Etobicoke York Community Council
From: Director, Transportation Services, Etobicoke York District
Wards: Ward 12 – York South-Weston

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 speed humps on King George's Drive, between Keele Street and Trethewey Drive. The results indicate that the criteria to justify installing speed humps are not satisfied.

RECOMMENDATIONS

The Director, Transportation Services, Etobicoke York District recommends that:

1. Etobicoke York Community Council NOT approve installing traffic calming on King George's Drive.

FINANCIAL IMPACT

Adopting the above-noted recommendation does not result in any financial impact; however, if Community Council decides to approve installing traffic calming devices on King George's Drive, the following financial impact will result:

1. The estimated costs for installing five speed humps on King George's Drive will be $15,500.00. Funding for these speed humps would be in the Transportation Services 2018 Capital Budget, subject to competing priorities and funding availability.

DECISION HISTORY

This report is a new request being presented to Etobicoke York Community Council.

COMMENTS

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 King George's Drive, to address concerns with speeding vehicles. A map of the area is Attachment 1.

King George's Drive is a two-lane road classified in the City's Road Classification System as a "Local" road. This street operates two-way between, between Keele Street and Trethewey Drive. The roadway has an urban cross-section (curb and gutter) with no sidewalks on either side of the street. The legal speed limit on King George's Drive is 40 km/h.

Study data was applied to the City of Toronto Traffic Calming Warrant, which revealed that traffic calming is not warranted on King George's Drive, between Keele Street and Trethewey Drive. The results of the speed studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85th Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
King George's Dr between Keele St and Paulson Rd	1,410	1,240	229	29	9	49 km/h	2,917

Study Location	Speed Ranges – km/h					85th Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
King George's Dr betweenTrethewey Dr and Freeman Rd	1,782	856	72	4	0	44 km/h	2,714

The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving.

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. 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. King George's Drive does not satisfy the technical requirements, specifically in Warrant 2.1 - continuous sidewalk on at least one side of the street and Warrant 3.1 – Minimum Speed.

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.

Should Etobicoke York Community Council decide to proceed with installing speed humps on King George's Drive, between Keele Street and Trethewey Drive, we recommend that:

1. The City Clerk (Polling Registry Services) survey eligible householders in English or any other language specified by Community Council, on King George's Drive, between Keele Street and Trethewey Drive 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 King George's Drive, between Keele Street and Trethewey Drive for traffic calming purposes, generally as shown on Drawing EY17-024.DGN, dated March 2017 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 King George's Drive, between Keele Street and Trethewey Drive, when the speed humps are installed.

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 King George's Drive. 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 and report the results to Etobicoke York Community Council. If the survey supports installing speed humps on King George's Drive, between Keele Street and Trethewey Drive, 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.

Regardless, given the low incidence of speeding on King George's Drive, between Keele Street and Trethewey Drive, 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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Steven Kodama, P.Eng.
Director, Transportation Services, Etobicoke York District

ATTACHMENTS

1. Appendix A - Traffic Calming Warrant Criteria - King George's Drive
2. Area Map (King George's Drive)

Appendix A – **Traffic Calming Warrant Criteria – King Georges Drive**

Warrant	Criterion	Requirement		Met	Not Met
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street		Met- Petition from Councill or	
Impacts to adjacent streets		If significant impacts are expected on adjacent streets these streets should be included in the proposal		Met – minimal Traffic spill-over	
Warrant 2 Safety Criteria (all three criteria must be fulfilled to satisfy warrant)	2.1 Sidewalks	Continuous sidewalks on at least one side of street (both sides for collector or higher classification) OR On streets were no sidewalks exist, installation of sidewalks on at least one side must first be considered			Not Met – No continuous sidewalk on either side of the King Georges Dr
	2.2 Road Grade	Traffic calming measures must not be installed at or near locations where road grade exceeds 8%		Met – Road grade is less than 8%	
	2.3 Emergency Response	Impacts on Emergency Services will not be significant (to be determined in consultation with Fire Ambulance and Police)			To be determined
Warrant 3 Technical Requirements	3.1 Minimum Speed	The 85th percentile speed must be a minimum of 10km/h over the warranted speed limit and the volume warrant of 3.2 must be fulfilled (3.2 not required if 85th percentile > 15km/h over speed limit)			49 km/h (9 km/h over the speed limit)
	3.2 Traffic Volumes	Local Roads Traffic volume must be between 1,000 and 8,000 vehicles per day	Collector Roads Traffic volumes must be between 2,500 and 8,000 vehicles per day	Local Road 2917 Vehicles per day	
	3.3 Minimum Block Length	On streets where mid-block traffic calming measures are proposed the minimum block length must exceed 120 metres		Met -	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant (as determined in consultation with TTC staff)		Met – No TTC Service	

Notes: 1) The review should be conducted from one intersecting collector street to another
2) Road classification as determined by the City's Road Classification System
3) Warranted speed limit is speed limit specified in the City of Toronto 40 km/h Speed Limit Warrant
4) Block length as measured from the centre to centre of controlled intersections (from either stop signs in the direction of travel or traffic control signals)

Area map: King George's Drive

