REPORT FOR ACTION

Traffic Calming - Prince Edward Drive North, between Dundas Street West and Bloor Street West

Date: October 20, 2017
To: Etobicoke York Community Council
From: Director, Transportation Services, Etobicoke York District
Wards: Ward 5 – Etobicoke-Lakeshore

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 Prince Edward Drive North, between Dundas Street West and Bloor Street West. The results indicate that the criteria to justify installing speed humps are satisfied.

RECOMMENDATIONS

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

1. The City Clerk (Polling Registry Services) survey eligible householders in English or any other language specified by Community Council, on Prince Edward Drive North, between Dundas Street West and Bloor Street West, 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 Prince Edward Drive North, between Dundas Street West and Bloor Street West, for traffic calming purposes, generally as shown on the attached Drawing EY17-073a, EY17-073b, dated July 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 Prince Edward Drive North, between Dundas Street West and Government Road, when the speed humps are installed.
c. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Prince Edward Drive North, between Queen Anne Road and Bloor Street West, when the speed humps are installed.

FINANCIAL IMPACT

1. The estimated costs for installing eight speed humps on Prince Edward Drive North will be $25,600.00. Funding for these speed humps would be in the Transportation Services 2018 Capital Budget, subject to competing priorities and funding availability.

DECISION HISTORY

At its meeting of October 17, 2013, Etobicoke York Community Council approved the polling of residents on Prince Edward Drive North between Government Road and Queen Anne Road for the purpose of measuring community support for traffic calming purposes, (Item EY28.18). Upon meeting the polling requirements, traffic calming measures (four speed humps) were installed on this road section in November 2013.

COMMENTS

Transportation Services received a petition from the Ward Councillor, on behalf of area residents, to investigate the feasibility of physical traffic calming measures (speed humps) on other sections of Prince Edward Drive North (Dundas Street West to Government Road and Queen Anne Road and Bloor Street West), to address concerns with speeding vehicles. A map of the area is Attachment 1.

Prince Edward Drive North is classified in the City’s Road Classification System as a “Collector” road having one lane in each direction. The posted speed limit between Dundas Street West and Government Road and between Queen Anne Road and Bloor Street West is 40 km/h. The roadway has an urban cross-section which includes curb and gutter. There are sidewalks on the both sides of the street. Lambton Kingsway Junior Middle School is located on the east side of Prince Edward Drive North, south of Government Road. A Pedestrian Crossover (PXO) is located at the south limit of the school just north of Marquis Avenue. Four speed humps were installed on this section of Prince Edward Drive North in November 2013 along with a corresponding 30 km/h speed limit.

To address the petition for traffic calming, speed and volume studies were conducted mid-block on Prince Edward Drive North between King Georges Road and The Kingsway on April 26, 2017. The results of these studies are summarized in the following table:
The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving.

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 Prince Edward Drive North, 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 traffic calming measures on Prince Edward Drive North. 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 traffic calming islands.

Subject to approval by 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 speed humps on Prince Edward Drive North, between Dundas Street West and Bloor Street West, 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 to ensure that the design and layout of traffic calming proposals do not negatively affect their operations. Toronto Paramedic Services and Toronto Fire Services have provided comments in the attached letters dated July 18, 2017 and September 13, 2017. Comments have not been received from Toronto Police Services. 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. As a result the Fire and EMS object and do not support the installation of speed humps on Prince Edward Drive between Dundas Street West and Bloor Street West.

<table>
<thead>
<tr>
<th>Study Location</th>
<th>Speed Ranges – km/h</th>
<th>85th Percentile</th>
<th>24 Hr Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1-40</td>
<td>41-50</td>
<td>51-60</td>
</tr>
<tr>
<td>Prince Edward Drive North, south of King Georges Road</td>
<td>1269</td>
<td>3912</td>
<td>1323</td>
</tr>
</tbody>
</table>
CONTACT

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SIGNATURE

Steven Kodama, P.Eng.  
Director, Transportation Services, Etobicoke York District

ATTACHMENTS

1. Appendix A - Traffic Calming Warrant Criteria - Prince Edward Drive North  
2. Area Map 1 & 2 (Prince Edward Drive North)  
3. Letter from Toronto Paramedic Services  
4. Letter from Toronto Fire Services
## Appendix A

### Traffic Calming Warrant Criteria

#### Prince Edward Drive North, Dundas Street West to Bloor Street West

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Warrant 1</strong> Petition</td>
<td>1.1 Petition</td>
<td>A petition requesting traffic calming must be signed by at least 25% of households on the street. <strong>OR</strong> A direct request from the Ward Councillor in consultation with the public. <strong>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</strong></td>
<td>Met</td>
</tr>
<tr>
<td>Impacts to Adjacent Streets</td>
<td></td>
<td>No significant traffic impacts on adjacent streets</td>
<td>Some anticipated traffic diversion onto adjacent streets</td>
</tr>
<tr>
<td><strong>Warrant 2</strong> Safety Requirements</td>
<td>2.1 Sidewalks</td>
<td>Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <strong>OR</strong> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered.</td>
<td>Met – sidewalk on both sides</td>
</tr>
<tr>
<td></td>
<td>2.2 Road Grade</td>
<td>Road grade 5% or less. <strong>OR</strong> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</td>
<td>Met – Road grade is less than 8%</td>
</tr>
<tr>
<td></td>
<td>2.3 Emergency Response</td>
<td>No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.</td>
<td>TBD – Consultation required with Toronto Fire, Ambulance and Police</td>
</tr>
<tr>
<td><strong>Warrant 3</strong> Technical Requirements</td>
<td>3.1 Minimum Speed</td>
<td>85&lt;sup&gt;th&lt;/sup&gt; 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. <strong>OR</strong> On streets where the 85&lt;sup&gt;th&lt;/sup&gt; 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.</td>
<td>Met - Speed studies show 85&lt;sup&gt;th&lt;/sup&gt; percentile as 52 km/h</td>
</tr>
<tr>
<td></td>
<td>3.2 Min. and Max. Traffic Volume</td>
<td>Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day</td>
<td>Met - Collector Road with volume of 6,649 Veh/day</td>
</tr>
<tr>
<td></td>
<td>3.3 Minimum Street Segment Length between stop controls</td>
<td>Street segment length must exceed 120 meters between stop controls (signals or stop signs)</td>
<td>Met - Street segments exceed 120 metres</td>
</tr>
<tr>
<td></td>
<td>3.4 Transit Service</td>
<td>Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)</td>
<td>Met - No TTC service.</td>
</tr>
</tbody>
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*Warranted speed limit is the speed limit specified in the City of Toronto 40 km/h Speed Limit Warrant*
2. Area Map 1 (Prince Edward Drive North)
August 9, 2017

Blair S. Lagden
Engineering Technologist Technician 1
Transportation Services - Traffic Operations
Etobicoke - York
399 The West Mall, 3rd Floor S
Toronto, ON M9C 2Y2

Re: Traffic Calming Measures – on Prince Edward Drive North between Dundas Street West and Bloor Street West – Evaluation for the installation of traffic calming measures (i.e. Speed Humps).

Dear Mr. Lagden,

I have received and reviewed the proposal for installation of speed humps on Prince Edward Drive North between Dundas Street West and Bloor Street West. I have the following comments:

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighborhood and we endeavor to support the wishes of the community to implement measures to improve upon these components.

As documented in the Traffic Calming Policy, Toronto Paramedic Services has concerns regarding the usage of traffic calming measures, specifically vertical obstacle measures such as speed humps. These have a negative impact on emergency call response times, travel times to hospital and on patient comfort during transport. This delay is cumulative with each obstacle and can directly impact patient outcome.

Therefore, Toronto Paramedic Services is opposed to the installation of traffic calming devices on Prince Edward Drive North between Dundas Street West and Bloor Street West. It is important that the applicant fully understands the potential for delay in emergency response and that alternatives to vertical measures be considered and evaluated.

Yours truly,

Dawn Ainsworth
Superintendent, Toronto Paramedic Services
Planning, Special Events & Emergency Management
4. Letter from Toronto Fire Services

September 13, 2017

Blair Lagden
Engineering Technologist
Transportation Services
Etobicoke - York

RE: Prince Edward Drive North, between Dundas Street West and Bloor Street West - Evaluation for installation of traffic calming devices.

I am in receipt of the proposal for installation of traffic calming measures (speed humps) and provide the following comments.

Toronto Fire Services is supportive of initiatives that will improve the life safety for citizens of, and visitors to the City of Toronto. Our concern is that the physical calming measures being proposed may have a negative impact for emergency response to the area.

Fire Services does not support this speed hump installation as they would slow our responding vehicles and affect the delivery of service in the quickest possible manner. The effectiveness of our services is greatly impacted by time. The vertical restrictions imposed by a speed hump have a much greater effect on large fire vehicles than smaller passenger vehicles. Response time increase with every obstacle a fire vehicle encounters on route to an emergency incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time.

It is imperative that the individuals directly affected by this installation be made fully aware of the potential negative effects of the proposed calming device. Careful consideration must be given to accepting delays of emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic.

Fire Services recommends that non-physical measures (lower speed limits or prohibited turns) be implemented and evaluated before physical forms are considered. Desired results may be obtained without imposing a physical obstruction to emergency vehicles.

Regards,

Terry Bruining
Captain, Emergency Management
Toronto Fire Services