TORONTO

REPORT FOR ACTION

Traffic Calming - Rosemount Avenue, between Dufferin Street and Greenlaw Avenue

Date: May 3, 2018
To: Etobicoke York Community Council
From: Director, Transportation Services, Etobicoke York District
Wards: Ward 17 – Davenport

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 Rosemount Avenue, between Dufferin Street and Greenlaw Avenue. 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 speed humps on Rosemount Avenue.

FINANCIAL IMPACT

Adopting the above-noted recommendation does not result in any financial impact; however, should Community Council decide to approve the installation of traffic calming devices on Rosemount Avenue, the following financial impact will result:

1. The estimated costs for installing four speed humps on Rosemount Avenue will be $16,000.00. Funding for these speed humps is available in the Transportation Services' 2019 Capital Budget, subject to competing priorities and funding availability.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Rosemount Avenue to address concerns with speeding vehicles. A map of the area is Attachment 1.

Rosemount Avenue, between Dufferin Street and Greenlaw Avenue is classified in the City's Road Classification System as a "Local" road. This street operates one-way westbound with sidewalks on both sides of the road and has a speed limit of 30 km/h. Loretto College School is located on the south side of Rosemount Avenue, between Dufferin Street and Via Italia.

To confirm the speed concerns, automatic speed and volume data was collected on Rosemount Avenue. 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		
Rosemount Avenue, between Dufferin Street and Via Italia	1,531	236	25	1	0	40 km/h	1,793
Rosemount Avenue, between Via Italia and Greenlaw Avenue	598	50	7	1	0	39 km/h	656

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 Attachment 2.

Based on data collected and evaluated against the warrants for the installation of traffic calming measures, the installation of speed humps is not recommended. Rosemount Avenue does not satisfy the technical requirements.

Furthermore, it was noted that there have been no reported collisions in the preceding three year period ending December 31, 2017, 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 Dufferin Street and Greenlaw Avenue, we recommend that:

1. The City Clerk (Polling Registry Services) poll eligible householders in English or any other language specified by Community Council, on Rosemount Avenue, between Dufferin Street and Greenlaw 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 for traffic calming enhancement, generally as shown on Drawing EY18-047, dated May 2018 and circulated 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 would be directly affected by the installation of 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 Dufferin Street and Greenlaw 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.

CONTACT

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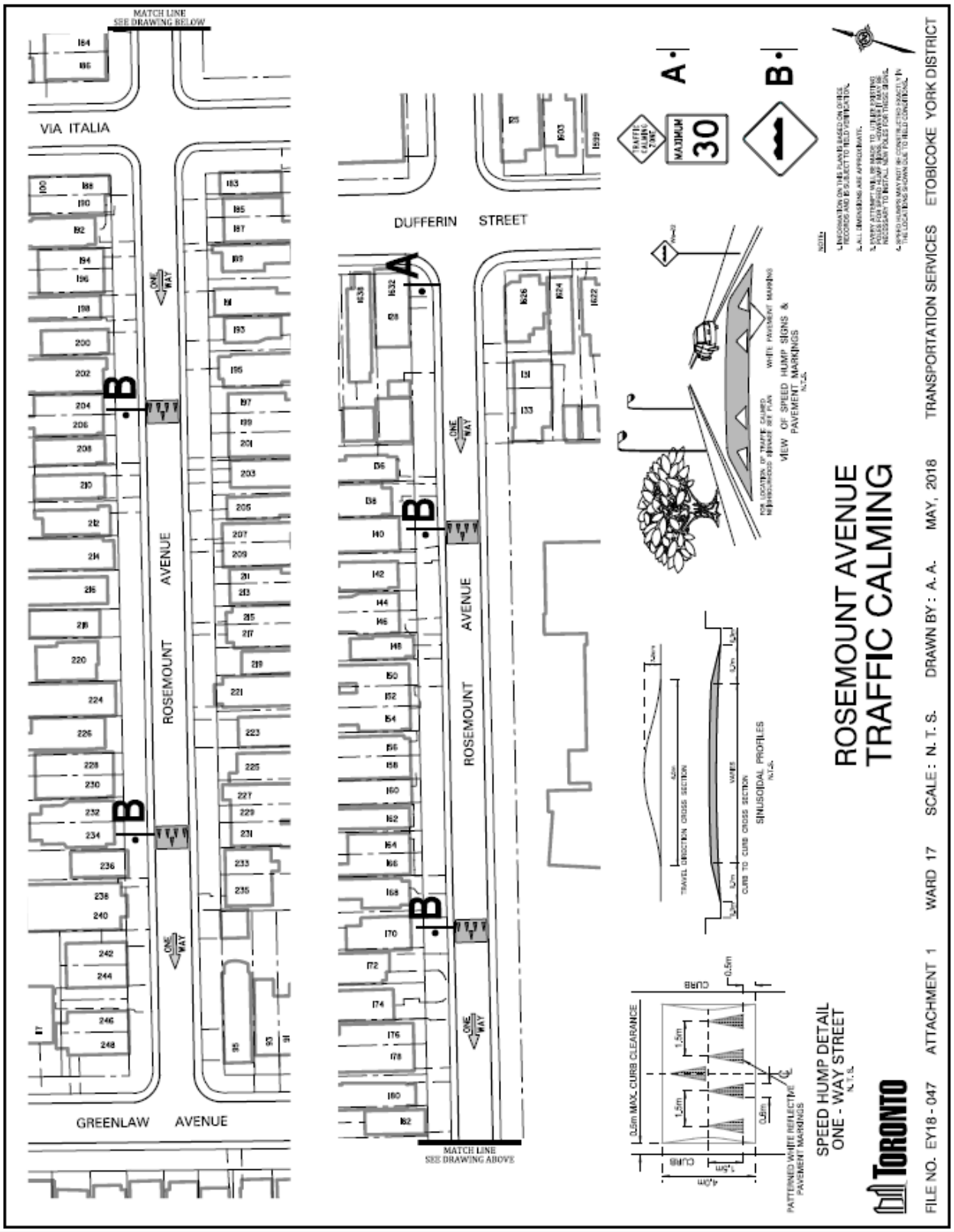
Steven Kodama, P.Eng.
Director, Transportation Services, Etobicoke York District

ATTACHMENTS

1. Area Map (Rosemount Avenue)
2. Traffic Calming Warrant Criteria - Rosemount Avenue

Attachment 1: Area Map - Rosemount Avenue



Attachment 2: Traffic Calming Warrant Criteria - Rosemount Avenue

Traffic Calming Warrant Criteria
Rosemount Avenue, between Dufferin Street and Greenlaw 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**- petition submitted.
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets		**Met**
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** – Sidewalks on both sides of road
	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 8%.
	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	85th percentile speed is a minimum of 10 km/h (but less than 15 km/h) over the 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 speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.		**Not Met** – 85th percentile speed of 40 km/h and 39 km/h
	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	**Met** – 1,793 vpd (Dufferin to Via Italia **Not Met** – 656 vpd (Via Italia to Greenlaw)
	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.