

## **Traffic Calming Review - Canongate Trail and Elmfield Crescent**

**Date:** May 18, 2018  
**To:** Scarborough Community Council  
**From:** Director, Transportation Services, Scarborough District  
**Wards:** Ward 39 - Scarborough - Agincourt

### **SUMMARY**

---

This staff report is about a matter that the 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.

As a result of the Councillor and residents' concerns regarding the speeds of vehicles on Canongate Trail and Elmfield Crescent, Transportation staff have reviewed the need for traffic calming on Canongate Trail, between Purcell Square and Kelvin Grove Avenue, and also on the entire stretch of Elmfield Crescent. Our assessment indicates the criteria as set out in the traffic calming policy, Warrant 3, has not been satisfied on either street. Therefore, traffic calming should not be installed on Canongate Trail or Elmfield Crescent.

Staff have also reviewed feasibility of reducing the existing speed limit from 40 km/h to 30km/h. A review of operating speeds on both Canongate Trail and Elmfield Crescent indicates that speeds are consistent with a posted speed limit of 30 km/h. As a result, speed limit reduction of 30 km/h is recommended for both Canongate Trail and Elmfield Crescent.

### **RECOMMENDATIONS**

---

The Director, Transportation Services, Scarborough District recommends that:

1. Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Canongate Trail, between Purcell Square and Kelvin Grove Avenue.
2. Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Elmfield Crescent, between Canongate Trail (north intersection) and Canongate Trail (south intersection).

## **FINANCIAL IMPACT**

---

The financial impact of installing the reduced 30 km/h speed limit signs are approximately \$10,000, funding for which is available within the Transportation Services 2018 Operating Budget, within Cost Centre TP0397.

## **DECISION HISTORY**

---

This report addresses a new initiative.

## **COMMENTS**

---

At its meeting of April 4, 2018, the Scarborough Community Council requested the Director of Transportation Services, Scarborough District to review the location on Canongate Trail near Kennedy Public School with respect to the possible installation of speed humps and/or a reduction of the speed limit from 40 to 30 kilometres per hour. Speed humps on Canongate Trail from Purcell Square to Kelvin Grove Avenue and immediately in front of the school on the entire south side of Elmfield Crescent, and to report back to the Scarborough Community Council at its meeting of June 6, 2018 in connection with above recommendation. The following is a link to the decision:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.SC29.16>

The Scarborough Community Council also requested the Director of Transportation Services, Scarborough District to collect the data on accidents and deaths in school zones over the past decade in the East District and present an analysis of the data to the Scarborough Community Council at its meeting on June 6, 2018." This information was not available at the time of report submission but will be made available at the June 6, 2018 meeting of the Scarborough Community Council when this matter is debated.

### **Existing Conditions**

Canongate Trail is a two-way collector road and Elmfield Crescent is two-way local road with a posted speed limit of 40 km/h. Both of these roads have municipal sidewalks along both side of the road and there no TTC service on along both Canongate Trail and Elmfield Crescent. All-way stops signs are located at Canongate Trail and Purcell Square, Elmfield Crescent (south Leg), and New Forest Square. All-way stops are located on Elmfield Crescent and Canongate Trail North and South Legs.

## Analysis

### *Traffic Calming Warrants*

To address speeding concerns on both Canongate Trail and at Elmfield Crescent, 24 hour vehicle volume and speed studies were conducted. Study data was applied to the City of Toronto Traffic Calming Warrant Criteria which revealed that traffic calming measures are not warranted on both roadways along Canongate Trail and at Elmfield Crescent. Details of the Traffic Calming Warrant Criteria analysis are included in Appendix A: Table1 and Appendix B: Table 2.

The results of the speed studies are summarized in the following table:

Roadway	Speed Limit	Direction	85th Percentile	Vehicle Volume
Canongate Trail, between Elmfield Cres. (South Intersection) and Ockwell Manor Drive.	40	Combined	40 km/h	2243
Canongate Trail, between Elmfield Cres and New Forest Sq.	40	Combined	37 km/h	2,618
Canongate Trail, between Holmbush Cres. (west intersection) and Kelvin Grove Ave.	40	Combined	42 km/h	2,886
Elmfield crescent, near #19 Elmfield Crescent	40	Combined	37 km/h	541
Elmfield Crescent, near #56 Elmfield Crescent	40	Combined	34 km/h	447
Elmfield Crescent, near #84 Elmfield Crescent	40	Combined	36 km/h	563

Staff 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 both Canongate Trail, between Purcell Square and Kelvin Grove Avenue and Elmfield Crescent between Canongate Trail North and South Legs does not satisfy the criteria for physical traffic calming.

### *30 km/h Speed Limit Warrant*

Staff also reviewed the feasibility of reducing the speed limit to 30km/h. The City of Toronto's 30 km/h speed limit policy allows 30 km/h speed limits on local and collector roads that abuts schools. The technical road environment warrant criteria must also be met which dictates that road classification must be either local or collector, the pavement width must not be greater than 8.5 metres, the operating speed being no greater than 50 km/h and the daily traffic volume be no greater than 8,000 vehicles per day. Both Canongate Trail and Elmfield Crescent satisfies all the criteria for a 30 km/h speed limit given the presence and direct access to an elementary school, both roadways falls under collector and local road classification, the existing road width for both roads are 8.5 metres, operating speed is under 50 km/h and the daily traffic volume is less than 8,000 vehicles per day. Given that all the criteria for 30 km/h are met, staff recommend the speed limit reduction of 30 km/h on both Canongate Trail and Elmfield Crescent.

### *Collision Analysis*

A review of Toronto Police Services collision records available for a three-year period ending December 31, 2017, did not find any reported collisions attributed to speeding on Canongate Trail or Elmfield Crescent. However, regrettably on February 27, 2018 a fatal collision had occurred on Canongate Trail in the immediate vicinity of Ockwell Manor involving an eleven year old child.

### **Alternate Recommendations**

If, despite the findings above, the Scarborough Community Council determines that traffic calming would be beneficial, it may approve the following as to form:

1. Scarborough Community Council direct the Director of Transportation Services, Scarborough District to request the City Clerk to poll eligible householders on Canongate Trail, between Purcell Square and Kelvin Grove Avenue and on Elmfield Crescent. The poll is 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, Scarborough Community Council direct the City Solicitor prepare a by-law to alter the roadways of Canongate Trail, between Purcell Square and Kelvin Grove Avenue and Elmfield Crescent, for traffic calming purposes, generally as shown on the copy of Location Plan (Traffic Calming Review - Canongate Trail and Elmfield Crescent), attached to the report entitled "Traffic Calming Review - Canongate Trail and Elmfield Crescent".

The estimated cost of installing the speed humps on Canongate Trail is \$12,000.00 and also \$12,000.00 on Elmfield Crescent. The installation of speed humps on the subject roadways would be subject to availability in Transportation Services 2018 Capital Funding estimates and competing priorities.

## **CONTACT**

---

Marko A. Oinonen, B.A.Sc., DPA, P.Eng.  
Manager, Traffic Operations, Scarborough District  
Tel: 416-396-7148  
Fax: 416-396-5641  
E-Mail: marko.oinonen@toronto.ca

## **SIGNATURE**

---

---

Myles Currie, B.A.  
Director, Transportation Services, Scarborough District

TJ:cr

s1852  
D18-8817832

## **ATTACHMENTS**

---

1. Appendix A - Table 1: Traffic Calming Warrant Criteria Canongate Trail
2. Appendix B - Table 2: Traffic Calming Warrant Criteria Elmfield Crescent
3. Location Plan (Traffic Calming Review - Canongate Trail and Elmfield Crescent)

**Table 1: Traffic Calming Warrant Criteria**

Canongate Trail, from Purcell Square to Kelvin Grove Avenue

All three of the following warrants must be achieved

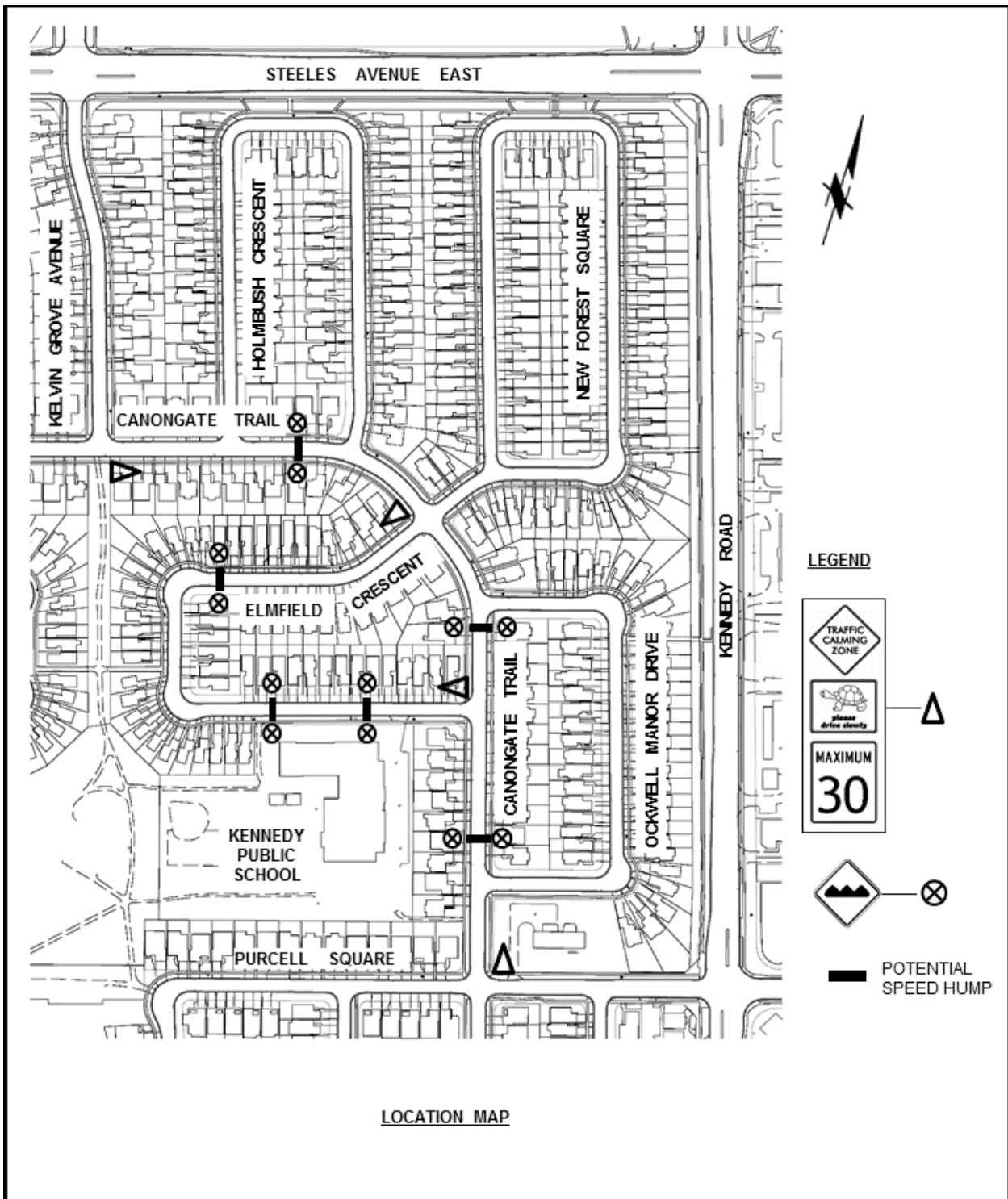
Warrant	Criterion	Requirement	Warrant Satisfied
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street and/or 10% multiple family rental dwellings	Yes
Warrant 2 Safety Criteria  [all three criteria must be fulfilled to satisfy warrant]	2.1 Sidewalks	Are there continuous sidewalks on at least one side of street [both sides for collector of higher classification] OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered	Yes
	2.2 Road Grade	Road grade does not exceed 8% [Traffic calming measures must not be installed at or near these locations where grade exceeds 8%]	Yes
	2.3 Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, will not significantly affect service delivery	N/A
Warrant 3 Technical Requirement  [all four criteria must be fulfilled to satisfy warrant]	3.1 Minimum Speed	The 85th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the volume warrant [3.2] must be fulfilled*	No (37 - 42 km/h)
	3.2 Traffic Volumes	Local Road Traffic volume must be between 1,000 and 8,000 vehicles per day	Collector Road Traffic volumes must be between 2,500 and 8,000 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	Yes
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant [as determined in consultation with TTC staff]	N/A
Warranted [yes/no]			No

**Table 2: Traffic Calming Warrant Criteria**

Elmfield Drive, from Canongate Trail North Leg to Canongate Trail South Leg

All three of the following warrants must be achieved

Warrant	Criterion	Requirement	Warrant Satisfied
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street and/or 10% multiple family rental dwellings	Yes
Warrant 2 Safety Criteria  [all three criteria must be fulfilled to satisfy warrant]	2.1 Sidewalks	Are there continuous sidewalks on at least one side of street [both sides for collector of higher classification] OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered	Yes
	2.2 Road Grade	Road grade does not exceed 8% [Traffic calming measures must not be installed at or near these locations where grade exceeds 8%]	Yes
	2.3 Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, will not significantly affect service delivery	N/A
Warrant 3 Technical Requirement  [all four criteria must be fulfilled to satisfy warrant]	3.1 Minimum Speed	The 85th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the volume warrant [3.2] must be fulfilled*	No (34 - 37 km/h)
	3.2 Traffic Volumes	Local Road Traffic volume must be between 1,000 and 8,000 vehicles per day	Collector Road Traffic volumes must be between 2,500 and 8,000 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	Yes
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant [as determined in consultation with TTC staff]	N/A
Warranted [yes/no]			No



**LEGEND**

- TRAFFIC CALMING ZONE
- MAXIMUM 30
- POTENTIAL SPEED HUMPS

LOCATION MAP

<b>TORONTO</b> TRANSPORTATION SERVICES		TRAFFIC OPERATIONS Scarborough District	
SCALE:	N.T.S.	FILE NUMBER: D18-8817832	
DATE:	MAY, 2018	<b>TRAFFIC CALMING REVIEW</b> <b>CANONGATE TRAIL AND ELMFIELD CRESCENT</b>	
DRAFTING:	O.K.		