

## **Traffic Calming - Strathnairn Avenue, between Lonborough Avenue and Keele Street**

**Date:** March 18, 2019  
**To:** Etobicoke York Community Council  
**From:** Acting Director, Traffic Management, Transportation Services  
**Wards:** Ward 5 – York South-Weston

### **SUMMARY**

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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 Strathnairn Avenue, between Lonborough Avenue and Keele Street. The results indicate that the criteria to justify installing speed humps are not satisfied

### **RECOMMENDATIONS**

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The Acting Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council NOT authorize installing speed humps on Strathnairn Avenue, between Lonborough Avenue and Keele Street.

### **FINANCIAL IMPACT**

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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 Strathnairn Avenue, the following financial impact will result:

1. The estimated costs for installing 5 speed humps on Strathnairn Avenue will be \$20,000.00. Funding for these speed humps is available in the Transportation Services' 2019 Capital Budget, subject to competing priorities and funding availability.

### **DECISION HISTORY**

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

## COMMENTS

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing physical traffic calming measures on Strathnairn Avenue, between Lonborough Avenue and Keele Street, to address concerns with speeding vehicles. A map of the area is Attachment 1.

Strathnairn Avenue, between Keele Street and Lonborough Avenue is classified by the City of Toronto's Road Classification System as a "Local" road. It operates two-way between Lonborough Avenue and Beechborough Avenue/Castlefield Avenue and converts to a one-way westbound operation between Beechborough Avenue/Castlefield Avenue and Keele Street. The pavement width is approximately 8.5 metres and the posted legal speed limit is 40 km/h. Parking is prohibited at all times on the west and south sides of Strathnairn Avenue. All-way stop controls are located at the intersections of Strathnairn Avenue and Glenhaven Street, Strathnairn Avenue and Richardson Avenue and Strathnairn Avenue and Beechborough Avenue/Castlefield Avenue.

To address the request for traffic calming, speed and volume studies were conducted at 2 locations on Strathnairn Avenue. The results of these studies are summarized in the following table:

| Study Location                                           | Speed Ranges – km/h |       |       |       |     | 85th Percentile | 24 Hr Total |
|----------------------------------------------------------|---------------------|-------|-------|-------|-----|-----------------|-------------|
|                                                          | 1-40                | 41-50 | 51-55 | 56-60 | >60 |                 |             |
| Strathnairn Ave, btw Lonborough Ave and Beechborough Ave | 632                 | 340   | 40    | 16    | 1   | 47 km/h         | 1,033       |
| Strathnairn Ave, btw Beechborough Ave and Keele St       | 840                 | 139   | 1     | 0     | 1   | 40 km/h         | 982         |

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 3.

Based on data collected and evaluated against the warrants for the installation of traffic calming measures, the installation of speed humps is not recommended. Strathnairn 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 Strathnairn Avenue, between Lonborough Avenue and Keele Street, we recommend that:

1. The City Clerk (Polling Registry Services) poll eligible householders in English or any other language specified by Community Council, on Strathnairn Avenue, between Lonborough Avenue and Keele Street, 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 Strathnairn Avenue, between Lonborough Avenue and Keele Street for traffic calming enhancement, generally as shown on Drawing EY19-033A and EY19-033B, dated March 2019 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 Strathnairn Avenue. The policy stipulates that a minimum response rate of 50% plus one (25% in Community Safety Zones) 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, Strathnairn Avenue, between Lonborough Avenue and Keele Street Transportation Services staff will schedule their installation based on relative need and competing priorities.

Consultation with emergency services (Police, Fire and Paramedic Services) is required to ensure that the design and layout of traffic calming proposal does not negatively affect their operations. Comments have not been received back at the time of writing this report from Toronto Police Service, Toronto Paramedic Services or Toronto Fire Services. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

## **CONTACT**

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## **SIGNATURE**

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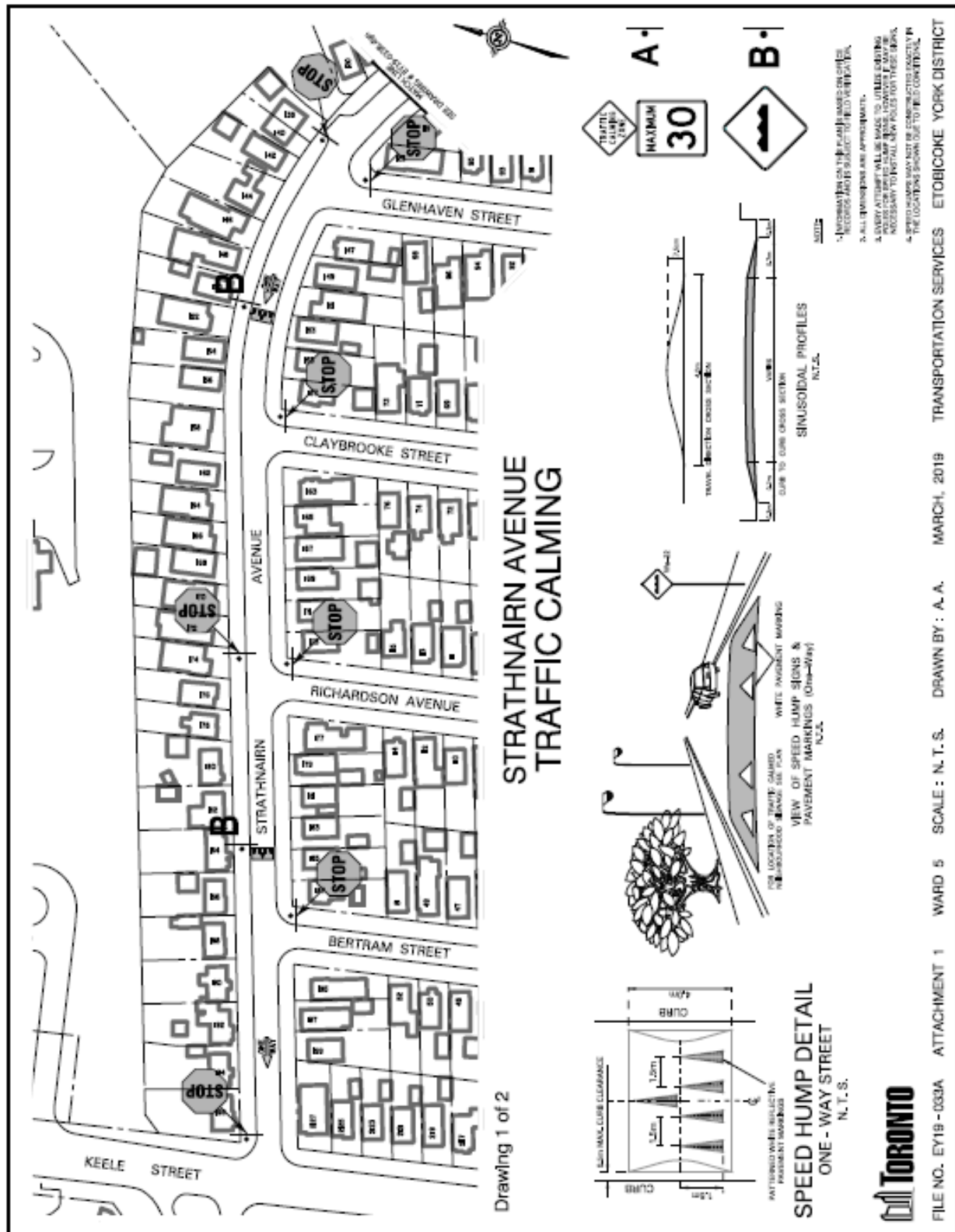
Roger Browne, M.A. Sc., P.Eng.  
Acting Director, Traffic Management  
Transportation Services

## **ATTACHMENTS**

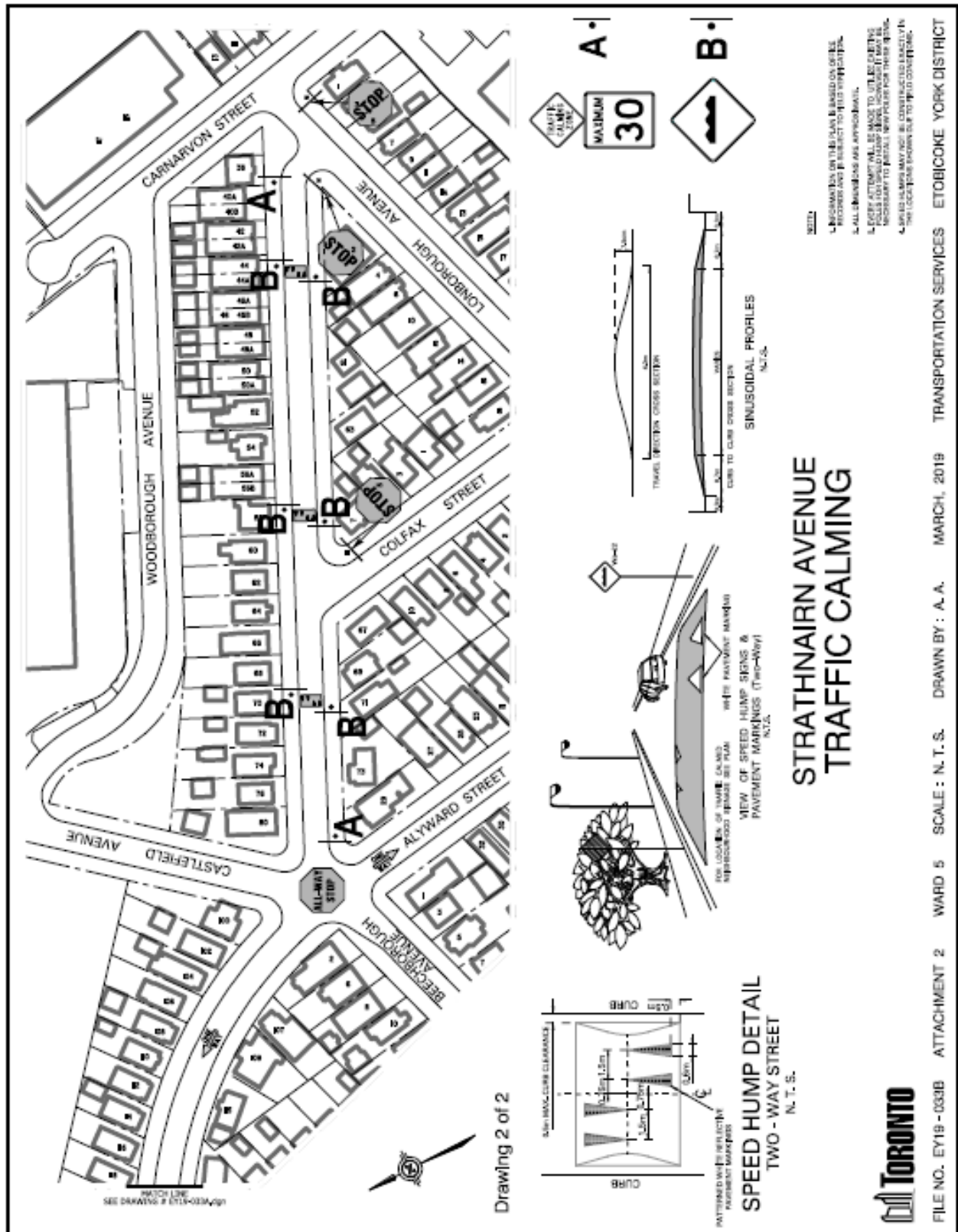
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Attachment 1: Area Map 1 (Strathnairn Avenue)  
Attachment 2: Area Map 2 (Strathnairn Avenue)  
Attachment 3: Traffic Calming Warrant - Strathnairn Avenue

# Attachment 1: Area Map 1 (Strathnairn Avenue)



## Attachment 2: Area Map 1 (Strathnairn Avenue)



# Attachment 3: Traffic Calming Warrant - Strathnairn Avenue

## Traffic Calming Warrant Criteria Strathnairn Avenue

| Warrant                                                                                                             | Criterion                                                  | Requirement                                                                                                                                                                                                                                                                                                                                                                         |                                                                           | Met/Not Met                                                               |
|---------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|---------------------------------------------------------------------------|
| <b>Warrant 1</b><br><br>Petition                                                                                    | 1.1<br>Petition                                            | A petition requesting traffic calming must be signed by at least 25% of households on the street.<br><b>OR</b><br>A direct request from the Ward Councillor.<br><br><b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>                                                                                                                                 |                                                                           | <b>Not Met</b><br><b>(no petition)</b>                                    |
| Impacts to Adjacent Streets                                                                                         |                                                            | No significant traffic impacts on adjacent streets                                                                                                                                                                                                                                                                                                                                  |                                                                           | <b>Met</b>                                                                |
| <b>Warrant 2</b><br><br>Safety Requirements<br><br>(all three criteria must be fulfilled to satisfy this Warrant)   | 2.1<br>sidewalks                                           | Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification).<br><b>OR</b><br>Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered                                                                                                                  |                                                                           | <b>Met</b> – Continuous sidewalk on one side of the street.               |
|                                                                                                                     | 2.2<br>Road Grade                                          | Road grade 5% or less<br><b>OR</b><br>Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.                                                                                                                                                                                                                                         |                                                                           | <b>Met</b> – Road grade less than 5%.                                     |
|                                                                                                                     | 2.3<br>Emergency Response                                  | No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.                                                                                                                                                                                                                                             |                                                                           | <b>Met</b> – General objections from Toronto Fire, Ambulance and Police.  |
| <b>Warrant 3</b><br><br>Technical Requirements<br><br>(all four criteria must be fulfilled to satisfy this warrant) | 3.1<br>Minimum Speed                                       | 85 <sup>th</sup> 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.<br><b>OR</b><br>On streets where the 85 <sup>th</sup> percentile speed exceeds a warranted speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2. |                                                                           | <b>Not Met</b> – 85 <sup>th</sup> percentile speed of 47 km/h and 40 km/h |
|                                                                                                                     | 3.2<br>Min. and Max. Traffic Volume                        | Local Roads<br>Traffic volume between 1,000 Veh/day and 2,500 Veh/day                                                                                                                                                                                                                                                                                                               | Collector Roads<br>Traffic volume between 2,500 Veh/day and 8,000 Veh/day | <b>Not Met</b> –1,033 and 932 veh per day                                 |
|                                                                                                                     | 3.3<br>Minimum Street Segment Length between stop controls | Street segment length must exceed 120 meters between stop controls (signals or stop signs)                                                                                                                                                                                                                                                                                          |                                                                           | <b>Met</b>                                                                |
|                                                                                                                     | 3.4<br>Transit Service                                     | Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)                                                                                                                                                                                                                                     |                                                                           | <b>Met</b> – No TTC service.                                              |