

Traffic Calming - Queen's Drive, between Elm Street and Rosemount Avenue

Date: August 1, 2019
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – 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 an investigation into installing speed humps on Queen's Drive, between Elm Street and Rosemount Avenue. The results indicate that the criteria to justify installing speed humps are not satisfied.

RECOMMENDATIONS

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

1. Etobicoke York Community Council NOT authorize the installation of traffic calming (speed humps) on Queen's Drive, between Elm Street and 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 (speed humps) on Queen's Drive, the estimated cost for installing two speed humps will be \$8,000.00. Funding for these speed humps would be subject to availability and competing priorities in the Transportation Services 2020 Capital Budget.

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 Queen's Drive, between Elm Street and Rosemount Avenue, to address concerns with speeding vehicles. A map of the area is shown on Attachment 1.

Queen's Drive, between Elm Street and Rosemount Avenue, is classified in the City's Road Classification System as a "local" road. This street functions with two-way traffic, has sidewalks on both sides of the road and has a posted speed limit of 40 km/h.

To confirm the speed concerns, automatic speed and volume data was collected in April 2019 on Queen's Drive, between Elm Street and 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		
Queen's Drive, between Elm St and Rosemount Ave	242	39	5	0	0	43 km/h	287

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

Staff 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 as Queen's Drive does not satisfy the technical requirements.

Furthermore, it was noted that there have been no reported collisions in the three year period ending December 31, 2018, where vehicle speed was identified as a contributing factor.

However, should Etobicoke York Community Council decide to proceed with installing speed humps on Queen's Drive, between Elm Street and Rosemount Avenue, the alternate recommendations are as follows. It is recommended that:

1. Etobicoke York Community Council direct the City Clerk (Polling Registry Services) to poll eligible householders in English or any other language specified by Community Council, on Queen's Drive, between Elm Street and Rosemount 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. Etobicoke York Community Council authorize the installation of traffic calming (speed humps) on Queen's Drive, between Elm Street and Rosemount Avenue.
 - b. Etobicoke York Community Council direct the City Solicitor to prepare a by-law to alter sections of the roadway on Queen's Drive for traffic calming enhancement, generally as shown on Drawing EY19-069, dated August 2019 and circulated to residents during the polling process.
 - c. Etobicoke York Community Council reduce the speed limit from 40 km/h to 30 km/h on Queen's Drive, between Elm Street and Rosemount Avenue, 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 would be directly affected by the installation of speed humps. 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 Queen's Drive, between Elm Street and Rosemount Avenue, Transportation Services staff will schedule the 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 the proposed traffic calming does not negatively affect their operations. Emergency Services were advised of this proposal.

CONTACT

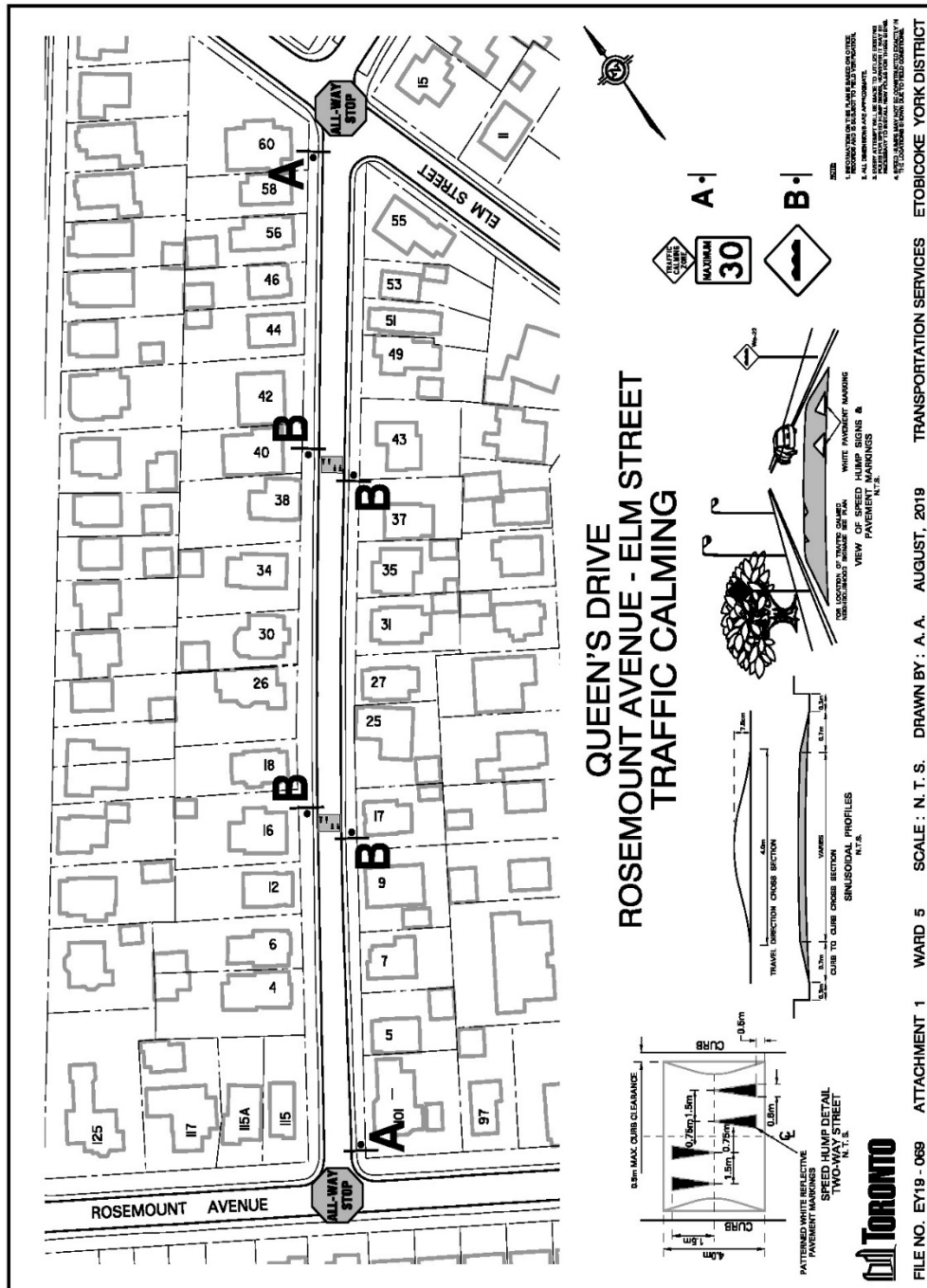
Larysa Sereda
Acting Supervisor, Traffic Operations, Area 2
Tel: 416-394-8435
Fax: 416-394-8942
E-Mail: larysa.sereda@toronto.ca
AFS28562

SIGNATURE

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

ATTACHMENTS

Attachment 1: Area Map (Queen's Drive)
Attachment 2: Traffic Calming Warrant Criteria - Queen's Drive



Attachment 2: Traffic Calming Warrant Criteria - Queen's Drive

Traffic Calming Warrant Criteria Queen's Drive, between Elm Street and Rosemount 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 – Request from Councillor
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 the street
	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 5%.
	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	85 th 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 85 th 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.		Not Met – 85 th percentile speed of 43 km/h (3 km/h over warranted 40 km/h speed limit)
	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	Not Met – Local 287 Veh/day
	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.