

Traffic Calming (Speed Humps) – Boardwalk Drive

Date: January 17, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 19, Beaches - East York

SUMMARY

This staff report is about a matter that 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.

At the request of former Councillor Mary-Margaret McMahon, Transportation Services staff have reviewed the need for traffic calming, specifically speed humps on Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied. Therefore, traffic calming should not be installed on the subject section of Boardwalk Drive.

RECOMMENDATIONS

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

1. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Existing Conditions

Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard is a local road that operates in the northbound/southbound and eastbound/westbound directions. This roadway has a posted regulatory speed limit of 30 km/h, and an average daily traffic volume of about 1,087 vehicles. The pavement width on Boardwalk Drive is about 7 metres and there are sidewalks provided on both sides of the road. Heavy vehicles are prohibited at all times. There is no TTC service provided on Boardwalk Drive.

Analysis

Transportation Services conducted a mid-block speed and volume study on Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard, from September 11, 2018 to September 13, 2018.

The study findings were assessed against the City of Toronto's Traffic Calming Policy. It was found that Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard, does not satisfy the installation criteria for traffic calming devices. It should be noted that the study is based on the warranted speed limit of 40 km/h.

The warrants were not met based on the following criteria:

- **Speed:** The operating (85th percentile) speed was found to be around 34 km/h between Queen Street East and Northern Dancer Boulevard. These speeds are below the minimum of 10 km/h over the warranted speed limit required to satisfy the traffic calming installation criteria; and
- **Volume:** The average daily traffic volume recorded was around 1,087 vehicles, between Queen Street East and Northern Dancer Boulevard. This volume is above the minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard is not warranted.

A review of Toronto Police Services collision records for a three-year period ending September 30, 2018 disclosed only three reported collisions (two property damages and one personal injury) on the subject section of Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria" outlines the results of our assessment for Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council wishes to proceed with installing speed humps on Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard, the following alternate recommendation should be adopted:

"That the Toronto and East York Community Council direct:

1. The Acting Director of Traffic Management, Transportation Services, request the City Clerk to poll eligible residents on Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard, 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, the City Solicitor prepare a by-law to alter sections of the roadway on Boardwalk Drive, between Queen Street East & Northern Dancer Boulevard, for traffic calming purposes, generally as shown on the copy of Drawing Nos. 421G-3237, 421G-3256 and 421G-3258, December 2018, attached to the report entitled 'Traffic Calming (Speed Humps) – Boardwalk Drive' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing seven speed humps on Boardwalk Drive is \$28,000.00. The installation of speed humps on Boardwalk Drive would be subject to availability in Transportation Services 2019 Capital Funding and competing priorities.

Conduct Poll

The City of Toronto's Traffic Calming Policy stipulates that residents who would be directly affected by installation of speed humps on Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard, be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zones), of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. Should Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard. If the poll supports speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

More recently, as part of a report presented at the Council meeting on May 22, 2018 entitled "Next Steps on Traffic Safety Measures", a Motion was approved such that Community Councils also have the authority to waive petition and polling requirements for traffic calming measures. As such, this option is also available to Community Council.

Relative Priority and Other Impacts

Relative need and priority of speed hump installation is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard, scored 32.88 ranking points out of a possible 100.

There are no alterations to parking regulations required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

Speed humps will result in slower operating speeds for all vehicles, including emergency services, and could result in increased response times in the event of an emergency.

Emergency Services Comments

Consultation with emergency services (Toronto Police Services, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Fire Services provided their comments in the attached letter dated November 5, 2018 (Appendix B.). Comments have not yet been received from Toronto Paramedic Services and Toronto Police Services.

Following the recent municipal election results, Councillor Brad Bradford has been advised of the recommendation in this staff report.

CONTACT

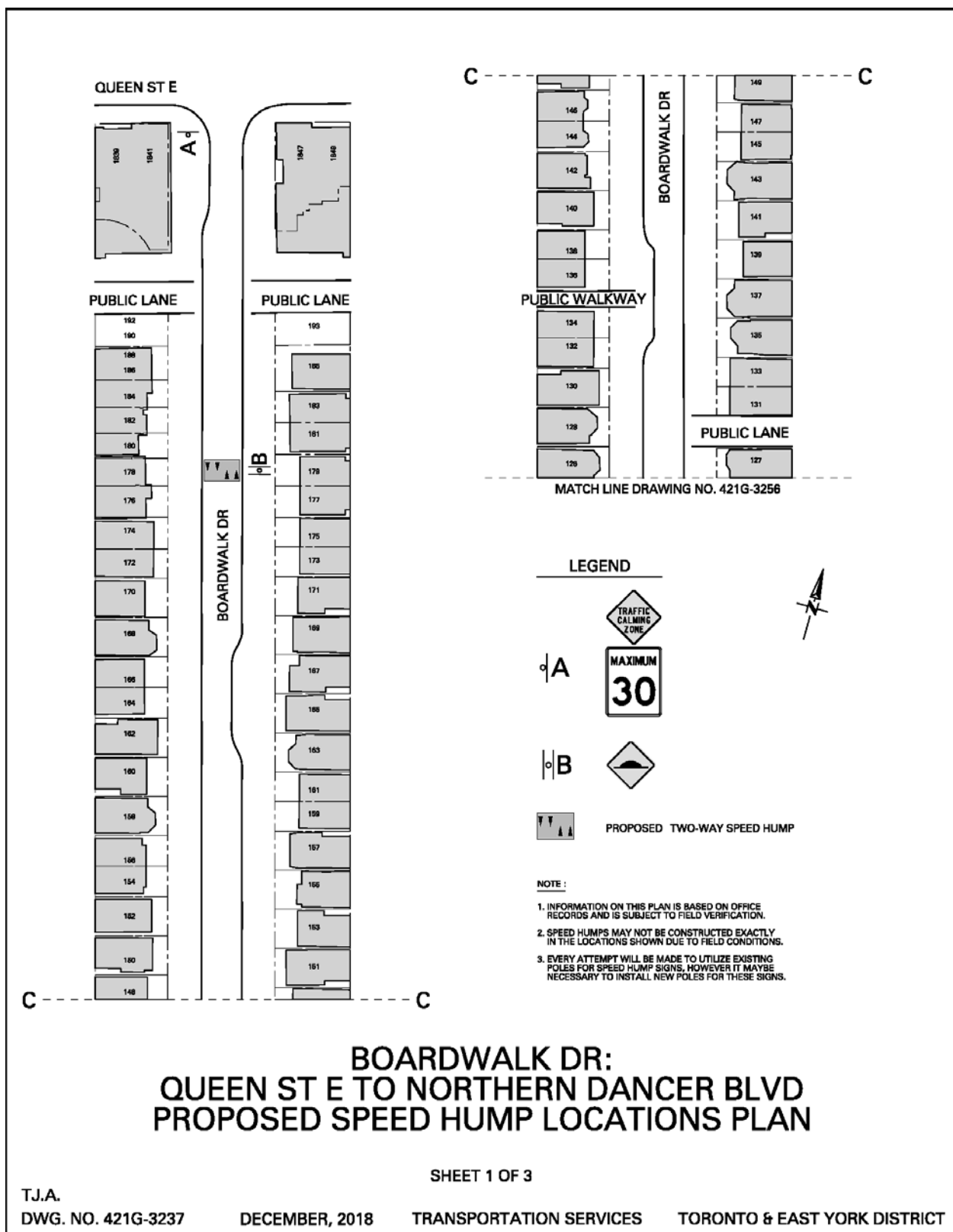
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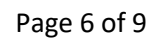
SIGNATURE

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

ATTACHMENTS

1. Drawing Nos. 421G-3237, 421G-3256 and 421G-3258, dated December 2018
2. Appendix A - Table 1: Traffic Calming Warrant Criteria
3. Appendix B - Letter from Toronto Fire Services, dated November 5, 2018





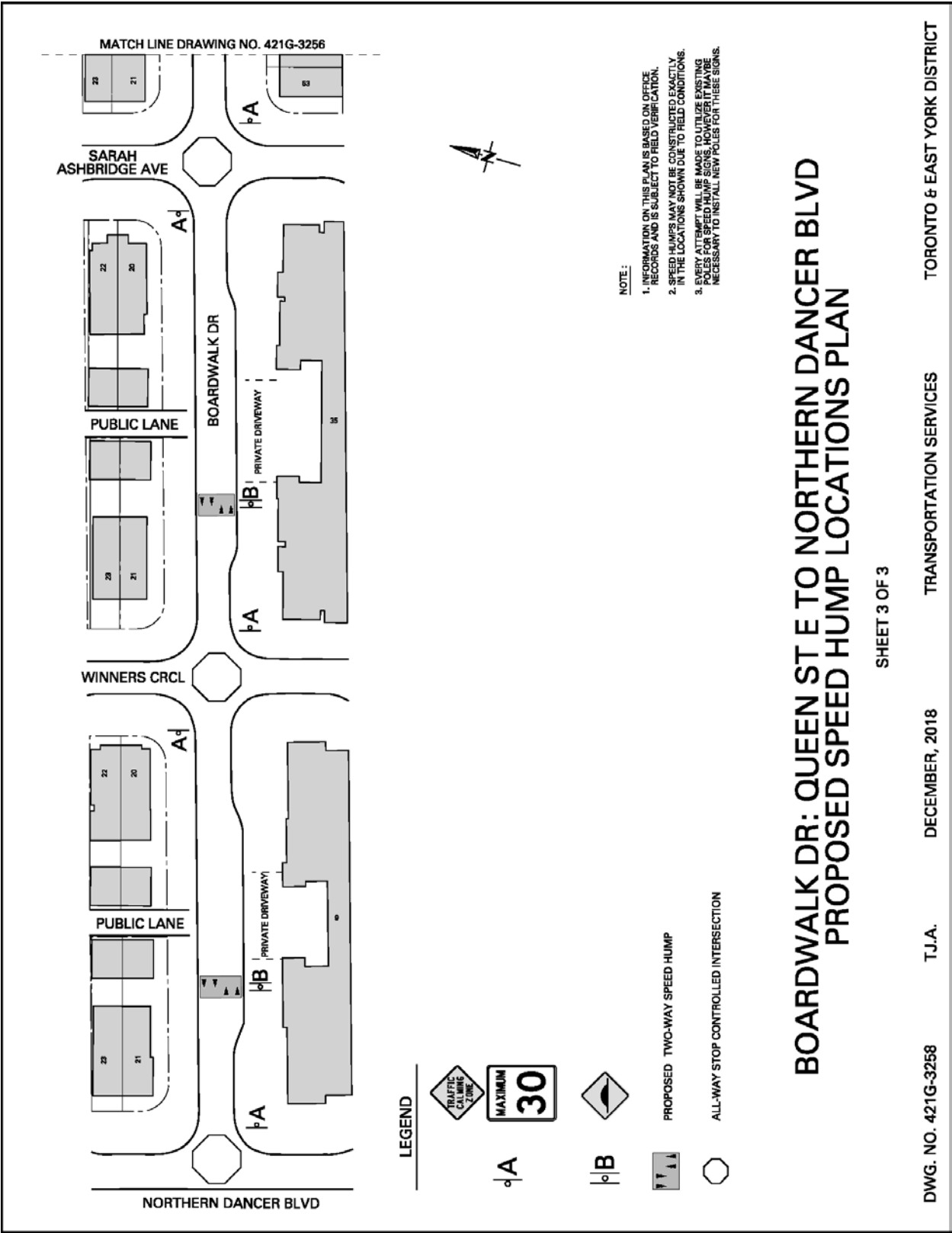


Table 1: Traffic Calming Warrant Criteria

Boardwalk Drive between Queen St E & Norther Dancer Blvd

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 to investigate by Councillor McMahon/Petition (SR#0050884)
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets		Met – There should be no traffic spill-over to adjacent streets
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 – There are sidewalks present on east and west 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 – The road grade on Boardwalk Dr is 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.		Comments requested from Toronto Fire, Paramedic and Police Services
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 a 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 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.		Not Met – Speed studies on Boardwalk Dr. 85 th percentile speeds of 34 km/h
	3.2 Min. and Max. traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day	Met – Local road with approximately 1087 vehicles total daily volume on Boardwalk Dr. between Queen St E & Norther Dancer Blvd
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 metres between stop controls (signals or stop signs)		Met – Boardwalk Dr. between Queen St E & Norther Dancer Blvd, is about 691 metres in length
	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 on Boardwalk Drive

November 5, 2018

Rehan Shakeel
Engineering Technologist
Traffic Operations,
Transportation Services

RE: Boardwalk Drive, between Queen Street East and Northern Dancer Boulevard - 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.

Fire Services does not support this proposed speed hump installation as it may impact our service delivery. The restriction imposed by a speed hump have a much greater impact on larger fire vehicles than smaller passenger vehicles. Response time increase with every obstacle fire vehicles encounters on route to any emergency incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time.

Additionally, Boardwalk Drive along with most of the other surrounding streets already have several traffic calming features incorporated into the neighbourhood roadway network. These traffic calming features were designed and constructed when this area was re-developed as residential.

It is imperative that the all 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 a delay 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 evaluated before physical forms are considered. Desired results may be obtainable without imposing a physical obstruction to emergency vehicles.

Thanks,

Terry Bruining
Emergency Planning
Toronto Fire Services