

Traffic Calming - Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection)

Date: October 31, 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 Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection). 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 Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection).

FINANCIAL IMPACT

Adopting the above-noted recommendation will not result in any financial impact. However, should Community Council decide to authorize the installation of traffic calming (speed humps) on Clearview Heights, between the east and west intersections of Trethewey Drive, the estimated cost for installing five speed humps will be \$20,000.00. Funding would be subject to availability and competing priorities in the Transportation Services 2020 Capital Budget.

DECISION HISTORY

Humber York Community Council report No. 9, Clause No. 25, entitled "Clearview Heights - Traffic Calming Survey Results", adopted by City Council at its meeting held on November 6, 7 and 8, 2001 authorized the installation of traffic calming (speed humps) on Clearview Heights, between Trethewey Drive and Keele Street. City Council also authorized a speed limit reduction from 40 km/h to 30 km/h, in conjunction with the installation of speed humps. However, as the original report recommendations did not state that the traffic calming and related speed limit reduction were to be in effect on Clearview Heights, between Keele Street and the east intersection of Trethewey Drive, the speed limit reduction was mistakenly enacted for the section of Clearview Heights, between Keele Street and the west intersection of Trethewey Drive. This regulation has been in effect for many years but was not signed in the field until recently.

<https://www.toronto.ca/legdocs/2001/agendas/council/cc011106/yk9rpt/cl025.pdf>

COMMENTS

Transportation Services staff received a petition from area residents, to study vehicle speeds and the feasibility of installing traffic calming measures (speed humps) on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection). A map of the area is shown on Attachment 1.

Clearview Heights, between Keele Street and Trethewey Drive (west intersection) is classified in the City's Road Classification System as a "local" road. The section of Clearview Heights, between Keele Street and Trethewey Drive (east intersection) is one-way westbound with traffic calming (speed humps) on the street and a posted speed limit of 30 km/h. Charles E. Webster Public School is located on this section of road. The section of Clearview Heights, between Trethewey Drive (west intersection) and Trethewey Drive (east intersection), which is the subject of this report, is two-way, with a posted speed limit of 30 km/h. There are sidewalks on both sides of the street. Coronation Park is located on the south side of the street.

To confirm the speeding concerns, automatic speed and volume data was collected on October 25, 2018 on Clearview Heights. The results of the speed studies are summarized in the following table:

Study Location	Speed Ranges – Km/h					85th * Percentile	24- Hour Total
	1 – 40	41 – 50	51 – 60	61 – 65	> 65		
Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection)	1,124	323	44	1	2	43 km/h	1,494

* The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. It should be noted that the study is based on the warranted speed limit of 40 km/h.

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 Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection) does not satisfy the technical requirements as the operating speed of 43 km/h does not meet 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.

Alternate Recommendations

Should Etobicoke York Community Council decide to proceed with installing speed humps on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection), the alternate recommendations would be as follows.

It is recommended that:

1. Etobicoke York Community Council request the City Clerk (Polling Registry Services) to poll eligible householders in English or any other language specified by Community Council, on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection), 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 Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection).
 - b. Etobicoke York Community Council direct the City Solicitor to prepare a by-law to alter sections of the roadway on Clearview Heights for traffic calming enhancement, generally as shown on Drawing EY19-094, dated November 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. 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 adoption of the above alternate recommendations by Etobicoke York Community Council, the City Clerk will survey property owners/occupants on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection). If the survey supports installing speed humps, Transportation Services staff will schedule installation based on relative need and competing priorities.

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required to ensure that the design and layout of traffic calming proposals do not negatively affect their operations. Emergency services were advised of this proposal.

The Ward Councillor has been advised the recommendations of this report.

CONTACT

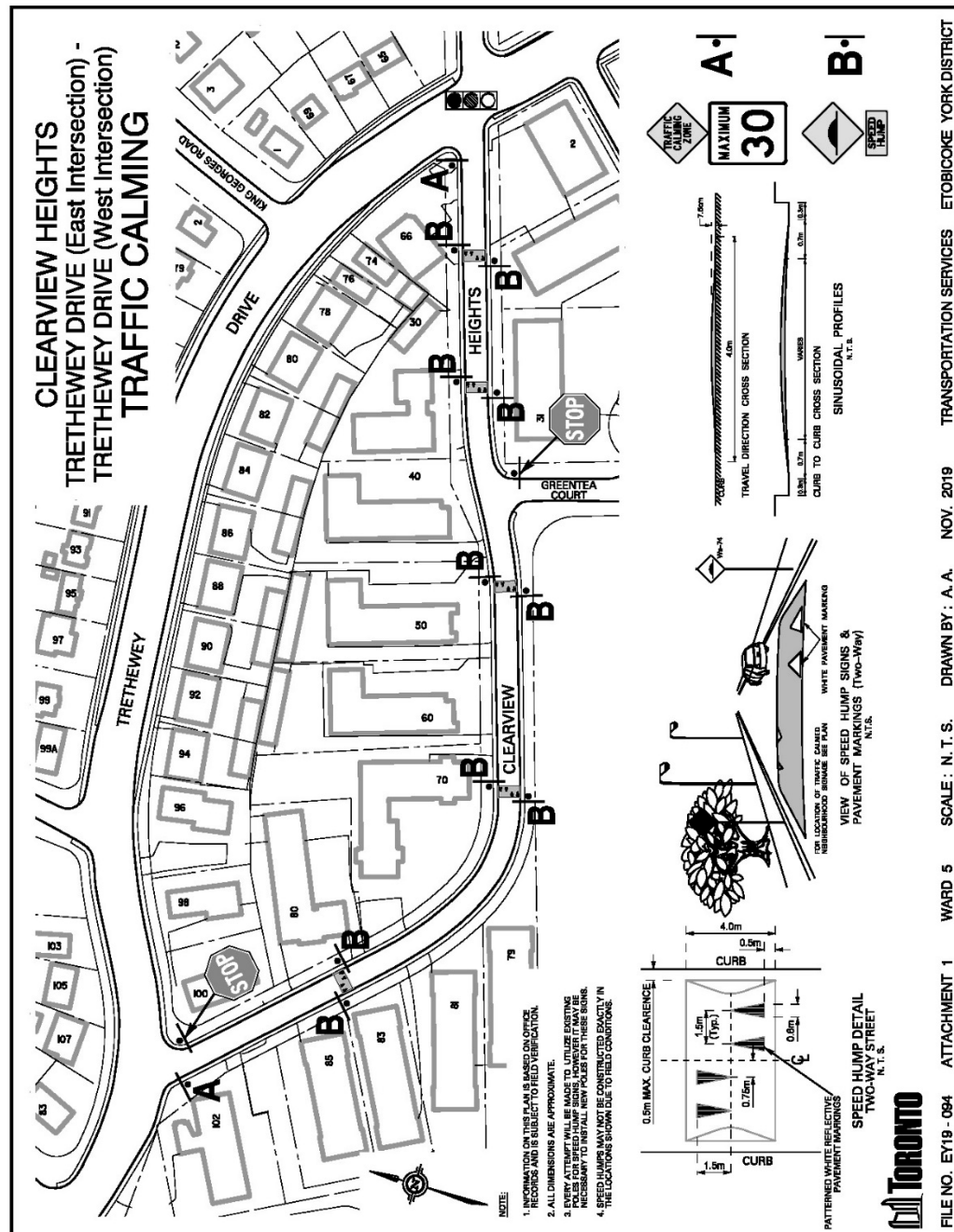
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SIGNATURE

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ATTACHMENTS

Attachment 1: Area Map (Clearview Heights)
Attachment 2: Traffic Calming Warrant - Clearview Heights



Attachment 2: Traffic Calming Warrant - Clearview Heights

Traffic Calming Warrant Criteria Clearview Heights, between east and west intersections of Trethewey Drive

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
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	Met – Local 1,494 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.