

## **Traffic Calming - Kane Avenue, between Eglinton Avenue West and Rogers Road**

**Date:** September 9, 2020  
**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 an investigation into installing speed humps on Kane Avenue, between Eglinton Avenue West and Rogers Road. The results indicate that the criteria to justify installing speed humps are not satisfied. The Councillor is requesting to poll residents again as the 2 years moratorium expired on August 28, 2020.

### **RECOMMENDATIONS**

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

1. Etobicoke York Community Council NOT authorize the installation of traffic calming (speed humps) on Kane Avenue, between Eglinton Avenue West and Rogers Road.

### **FINANCIAL IMPACT**

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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 Kane Avenue the estimated cost for installing eight speed humps will be \$32,000.00. Funding for this speed hump would be subject to availability and completing priorities in the Transportation Services 2021 Capital Budget.

## DECISION HISTORY

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At its meeting on July 4, 2018, Etobicoke York Community Council adopted, with amendment, Item EY32.47 (Traffic Calming - Kane Avenue, between Eglinton Avenue West and Rogers Road) and in so doing authorized the Director, Transportation Services, Etobicoke York District to request the City Clerk to poll eligible householders in English or any other language specified by Community Council, on Kane Avenue, between Eglinton Avenue West and Rogers Road, to determine if property owners/occupants support the installation, according to the City of Toronto Traffic Calming Policy. The poll failed the required 50% plus 1 response rate at the time and no further action was taken.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EY32.47>

## COMMENTS

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Transportation Services received a request from the Ward Councillor, on behalf of residents to conduct a new poll of residents on Kane Avenue, between Eglinton Avenue West and Rogers Road now that the 2 year polling moratorium has expired. A map of the area is shown on Attachment 1.

Kane Avenue, between Eglinton Avenue West and Rogers Road is classified in the City's Road Classification System as a "Local" road. This street is a one-way southbound operation with sidewalks on both sides of the road and has a regulatory speed limit of 40 km/h. Kane Avenue, between Cameron Avenue and Dunraven Road is designated as a Community Safety Zone/School Safety Zone.

To confirm the speed concerns, automatic speed and volume data was collected on October 4, 2016 on Kane 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 |                  |             |
| Kane Ave, between, Ypres Rd and Trowell Ave  | 1,323               | 93    | 8     | 0     | 0   | 38 km/h          | 1,424       |
| Kane Ave, between Dunraven Dr and Aileen Ave | 1,040               | 82    | 6     | 0     | 0   | 39 km/h          | 1,128       |

\*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. Kane Avenue does not satisfy the technical requirements based on vehicle speeds and volumes.

Furthermore, it was noted in the three year period ending December 31, 2019, there were no collisions where vehicle speed was identified as a contributing factor.

#### Alternate Recommendations

Should Etobicoke York Community Council decide to proceed with installing speed humps on Kane Avenue, between Eglinton Avenue West and Rogers Road, 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 Kane Avenue, between Eglinton Avenue West and Rogers Road, to determine whether property owners/occupants support the installation of traffic calming, in accordance with 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 Kane Avenue, between Eglinton Avenue West and Rogers Road.
  - b. Etobicoke York Community Council direct the City Solicitor to prepare a by-law to alter sections of the roadway to install eight speed humps on Kane Avenue, between Eglinton Avenue West and Rogers Road for traffic calming purposes, generally as shown on Drawing EY18-066A and EY18-066B, dated June 2018 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 Kane Avenue, between Eglinton Avenue West and Rogers Road, 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 adoption of the above alternate recommendations by Etobicoke York Community Council, the City Clerk will survey property owners/occupants on Kane Avenue, between Eglinton Avenue West and Rogers Road. 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 report and are still awaiting their comments.

## **CONTACT**

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## **SIGNATURE**

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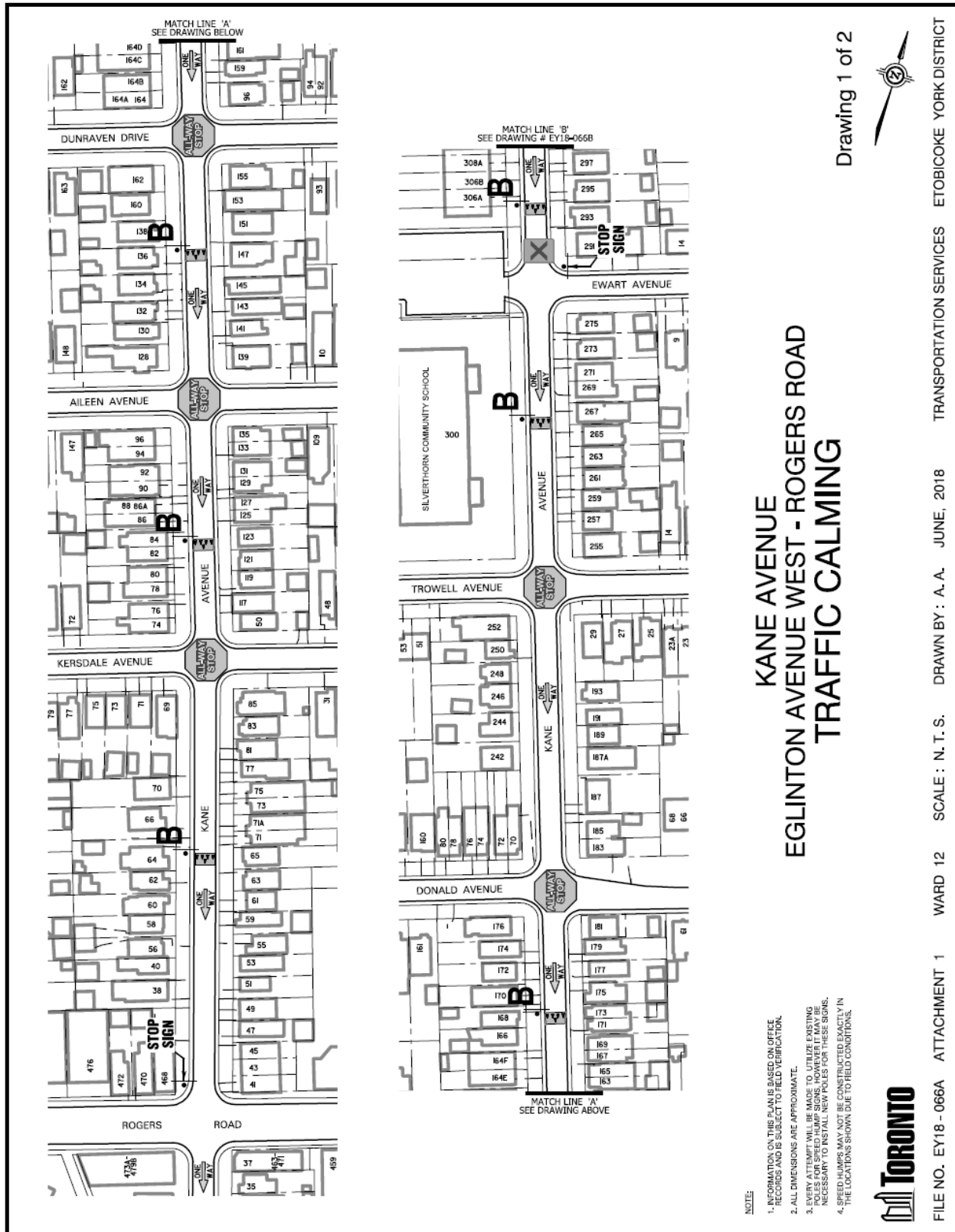
Roger Browne, M.A. Sc., P.Eng.  
Acting Director, Traffic Management  
Transportation Services

## **ATTACHMENTS**

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Attachment 1: Area Map (Kane Avenue)  
Attachment 2: Traffic Calming Warrant Criteria - Kane Avenue

# Attachment 1: Area Map - Kane Avenue





## Attachment 2: Traffic Calming Warrant Criteria - Kane Avenue

### Traffic Calming Warrant Criteria Kane Avenue, between Eglinton Avenue West and Rogers Road

| 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><br><b>OR</b><br><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>Met</b> - Councillor requested.                                         |
| 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><br><b>OR</b><br><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> – Sidewalks on both sides of the road                           |
|                                                                                                                     | 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 8%.                                      |
|                                                                                                                     | 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><br><b>OR</b><br><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 speeds of 38 km/h and 39 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>Met</b> – 1,424 vpd and 1,128 vpd                                       |
|                                                                                                                     | 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.                                               |