



REPORT FOR ACTION

Traffic Calming (Speed Humps) Review - Keeler Boulevard, between Neilson Road and David Drive

Date: September 21, 2020
To: Scarborough Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 24, Scarborough-Guildwood

SUMMARY

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

In response to a request from Councillor Paul Ainslie and a neighbourhood petition, Transportation Services staff reviewed the need for traffic calming, specifically the installation of speed humps on Keeler Boulevard, between Neilson Road and David Drive. 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 Keeler Boulevard.

RECOMMENDATION

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

1. Scarborough Community Council not authorize the installation of traffic calming (speed humps) on Keeler Boulevard, between Neilson Road and David Drive.

FINANCIAL IMPACT

There would be no financial impact associated with the staff recommendation.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

As a result of a request from Councillor Paul Ainslie and a neighbourhood petition, Transportation Services reviewed the feasibility of installing speed humps on Keeler Boulevard, between Neilson Road and David Drive.

Existing Conditions

The following characteristics describe this area of Keeler Boulevard:

- Keeler Boulevard is located east of Neilson Road, west of Morningside Avenue, south of Highway 401, and north of Military Trail.
- Keeler Boulevard is a two-lane collector road with a regulatory speed limit of 40 km/h.
- Sidewalks are located on both sides of Keeler Boulevard except on the north side of Keeler Boulevard, between David Drive and Cindy Nicholas Drive.
- The land use in the surrounding area consists mainly of single-family residential dwellings and a park.
- The Toronto Transit Commission (TTC) does not provide service on Keeler Boulevard.

Collision Review

A review of the Toronto Police Service collision records for the three-year period ending December 31, 2019, disclosed that there were no reported speed-related collisions on Keeler Boulevard, between Neilson Road and David Drive.

Analysis

Transportation Services conducted three days of mid-block speed and volume studies on Keeler Boulevard, between Neilson Road and David Drive, during a mid-week period from January 28, 2020 to January 30, 2020.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that the subject segment of Keeler 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 warrant was not met based on the following criteria:

- **Minimum Volume:** The overall average daily traffic volume of 1,900 vehicles for the segment of Keeler Boulevard between Neilson Road and David Drive, is less than the required minimum of 2,500 vehicles per day needed to satisfy the traffic calming installation criteria. The required traffic volume for a collector road must be between 2,500 and 8,000 vehicles per day.

Therefore, the installation of traffic calming on Keeler Boulevard, between Neilson Road and David Drive, is not warranted.

Appendix A entitled "Traffic Calming Warrant Criteria (Keeler Boulevard, between Neilson Road and David Drive)" outlines the results of our assessment for the subject segment of Keeler Boulevard.

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 and bicycle routes.

No amendments to parking regulations would be required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps would have minimal effect on winter services, street cleaning, and garbage collection. However, speed humps would 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 Service, Toronto Fire Services and Toronto Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Comments have not been received from the Toronto Police Service, Toronto Fire Services or Toronto Paramedic Services.

The Ward Councillor has been advised of the recommendation of this staff report.

CONTACT

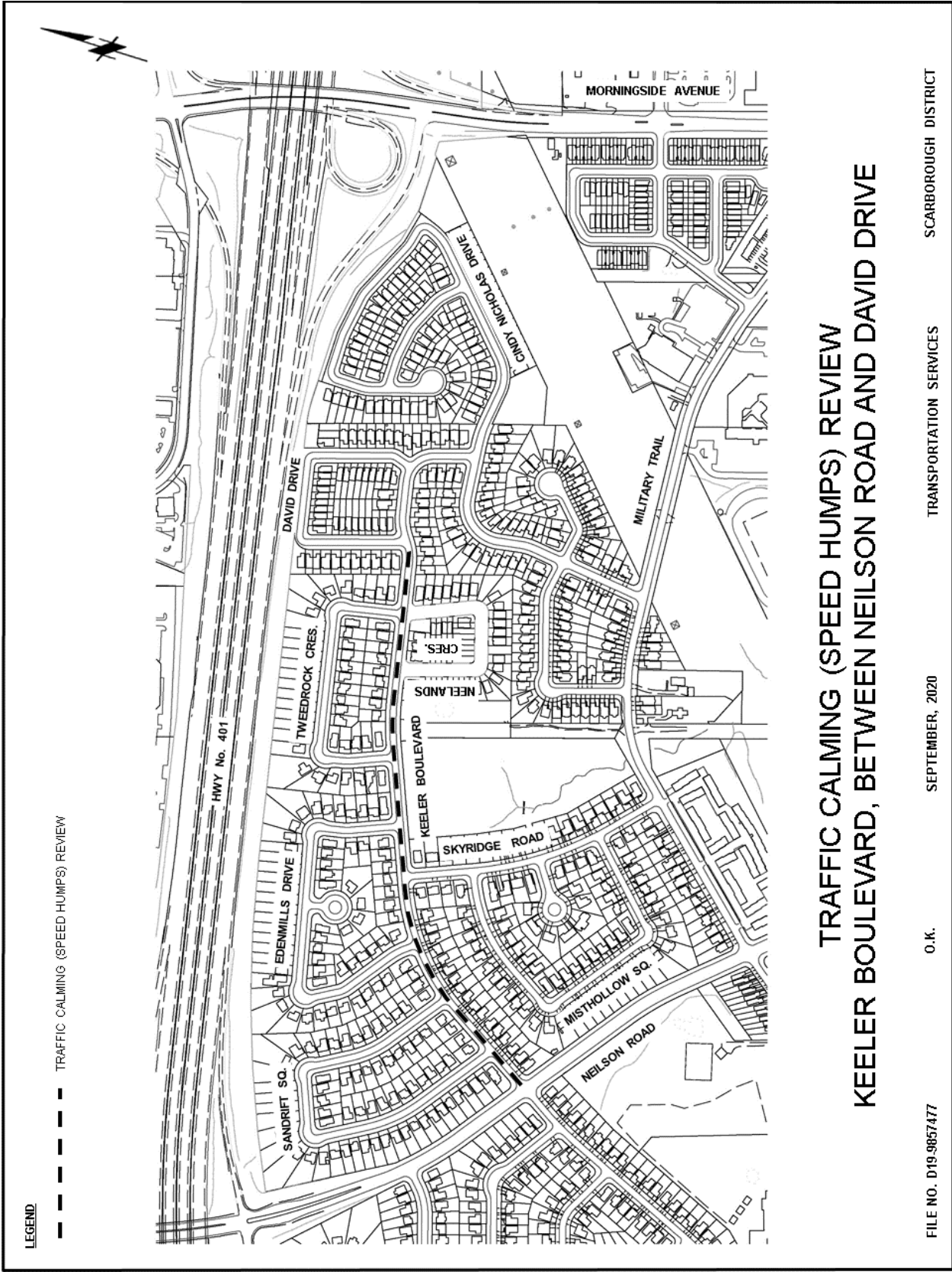
Shawn Dillon
Manager, Traffic Operations (Area 1)
Traffic Management
Transportation Services
Telephone: (416) 397-5021
Fax: (416) 392-1920
E-mail: Shawn.Dillon@toronto.ca

SIGNATURE

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

ATTACHMENTS

1. Drawing No. D19-9857477, September 2020
2. Appendix A: Traffic Calming Warrant Criteria
Keeler Boulevard, between Neilson Road and David Drive



Appendix A: Traffic Calming Warrant Criteria

Keeler Boulevard, between Neilson Road and David Drive

All three of the following warrants must be achieved

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Warrant	Criterion	Requirement		Warrant Satisfied
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street and/or 10% multiple family rental dwellings		Yes
Warrant 2 Safety Criteria [all three criteria must be fulfilled to satisfy warrant]	2.1 Sidewalks	Are there continuous sidewalks on at least one side of street [both sides for collector of higher classification] OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered		Yes (both sides)
	2.2 Road Grade	Road grade does not exceed 8% [Traffic calming measures must not be installed at or near these locations where grade exceeds 8%]		Yes
	2.3 Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, will not significantly affect service delivery		Not consulted
Warrant 3 Technical Requirement [all four criteria must be fulfilled to satisfy warrant]	3.1 Minimum Speed	The 85th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the volume warrant [3.2] must be fulfilled*		Yes (49 - 57 km/h)
	3.2 Traffic Volumes	Local Road Traffic volume must be between 1,000 and 8,000 vehicles per day	Collector Road Traffic volumes must be between 2,500 and 8,000 vehicles per day	No (Collector, average 1,900 vpd)
	3.3 Minimum Block Length	On streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres		Yes
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant [as determined in consultation with TTC staff]		Not applicable
Warranted [yes/no]				No