

Traffic Calming - Euclid Avenue

Date: June 14, 2022

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 25, Scarborough - Rouge Park

SUMMARY

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

Transportation Services has reviewed the need for traffic calming (speed humps) on Euclid Avenue, between Meadowvale Road and Morrish Road. The assessment indicates the warrant criteria as set out in the City of Toronto's Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed subject to positive results of the traffic calming poll.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council request the City Clerk to poll eligible householders on Euclid Avenue, between Meadowvale Road and Morrish Road, to determine whether residents support the installation of traffic calming (speed humps), in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
 - a. Scarborough Community Council authorize the installation of speed humps on Euclid Avenue, between Meadowvale Road and Morrish Road; and
 - b. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of eight speed humps on Euclid Avenue, between Meadowvale Road and Morrish Road, generally as shown on Attachment 2, dated 2022, attached to the report entitled "Traffic Calming - Euclid Avenue" from the Director, Traffic Management, Transportation Services.

3. Subject to approval of Recommendations 1 and 2 above, Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Euclid Avenue, between Meadowvale Road and Morrish Road, in conjunction with the installation of speed humps.

FINANCIAL IMPACT

The estimated cost for installing eight speed humps on Euclid Avenue is \$36,000. Funding is subject to availability and competing priorities within the Transportation Services 2023 Capital Budget.

DECISION HISTORY

At its meeting on January 10, 2022, Scarborough Community Council adopted SC29.9 Road Safety - Euclid Avenue, which recommended Transportation Services assess vehicle speeds on Euclid Avenue and report back with findings, and any proposed traffic calming measures. The Council decision can be found at: [Agenda Item History - 2022.SC29.9 \(toronto.ca\)](#)

COMMENTS

Transportation Services was directed by Scarborough Community Council, on behalf of area residents, to investigate the feasibility of installing traffic calming measures on Euclid Avenue, between Meadowvale Road and Morrish Road, to address concerns with speeding vehicles.

Existing Conditions

Euclid Avenue is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 7.2 metres
- The daily two-way traffic volume is approximately 2700 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on south side of the street

The land use in the area consists of detached residential dwellings. Cardinal Leger Elementary School is located on the west side of Morrish Road at Euclid Avenue. Euclid Avenue is designated School Safety Zone between Morrish Road and a point 80 metres east.

A map of the area and locations of the requested speed humps is included in Attachment 2.

Study Results

In order for speed humps to be recommended on a street, the criteria as set out in the City of Toronto's Traffic Calming Policy must be satisfied. The warrant criteria includes factors such as vehicle speed and volume, road widths, pedestrian facilities and gradient. Details of the warrant criteria are included in Attachment 1.

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Euclid Avenue on April 5, 6 and 7, 2022.

Based on the study results, Euclid Avenue has satisfied the warrant criteria for both minimum vehicle speed and volume. The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 51 km/h. The operating speed is 11 km/h over the warranted speed of 40 km/h. The 24 hour total vehicle volume is 2,737 vehicles which is above the required minimum of 1,000 vehicles per day for local roads.

The overall investigation concluded that the warrant criteria as outlined in the Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Euclid Avenue.

Polling Requirement

The City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally poll property owners/occupants who are directly affected by the installation of traffic calming measures. Under the policy, the poll will be considered in favour of traffic calming if it satisfies the following requirements:

- A response rate of 50 percent plus one
- A response rate of 25 percent if the subject street is within a Community Safety Zone or a School Speed Zone
- A support rate of at least 60 percent of the valid responses

As Euclid Avenue in the area of Cardinal Leger Elementary School is designated as a School Safety Zone, the minimum response rate required is 25 percent.

Subject to approval by Community Council of the recommendations in this report, the City Clerk will poll property owners/occupants. Should the results support installing traffic calming measures on Euclid Avenue, between Meadowvale Road and Morrish Road, Transportation Services staff will schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and priority of speed humps 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. Euclid Avenue, between Meadowvale Road and Morrish Road, scored 32 ranking points out of a possible 100.

No alterations 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.

Toronto Fire Services responded and advised they do not support the installation of speed humps as it may negatively impact their service delivery. A copy of their full response is included in Attachment 3. Toronto Paramedic Services and Toronto Police Service have not provided comments back at the time of writing this report.

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

CONTACT

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services, 416-395- 4763, Dan.Clement@toronto.ca

SIGNATURE

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

ATTACHMENTS

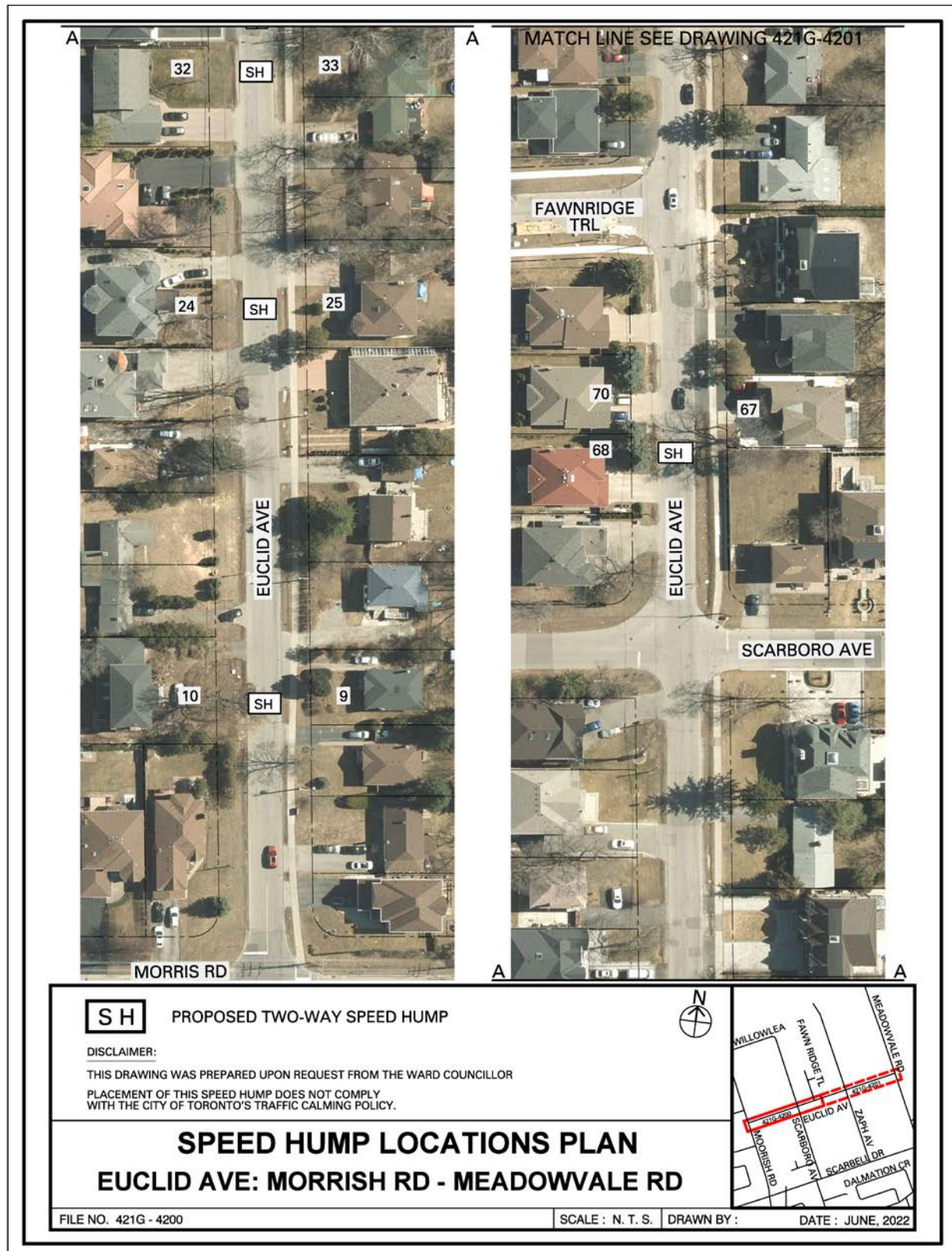
Attachment 1: Traffic Calming Warrant - Euclid Avenue
Attachment 2: Speed Hump Locations Plan - Euclid Avenue
Attachment 3: Letter from Toronto Fire Services, dated May 2022

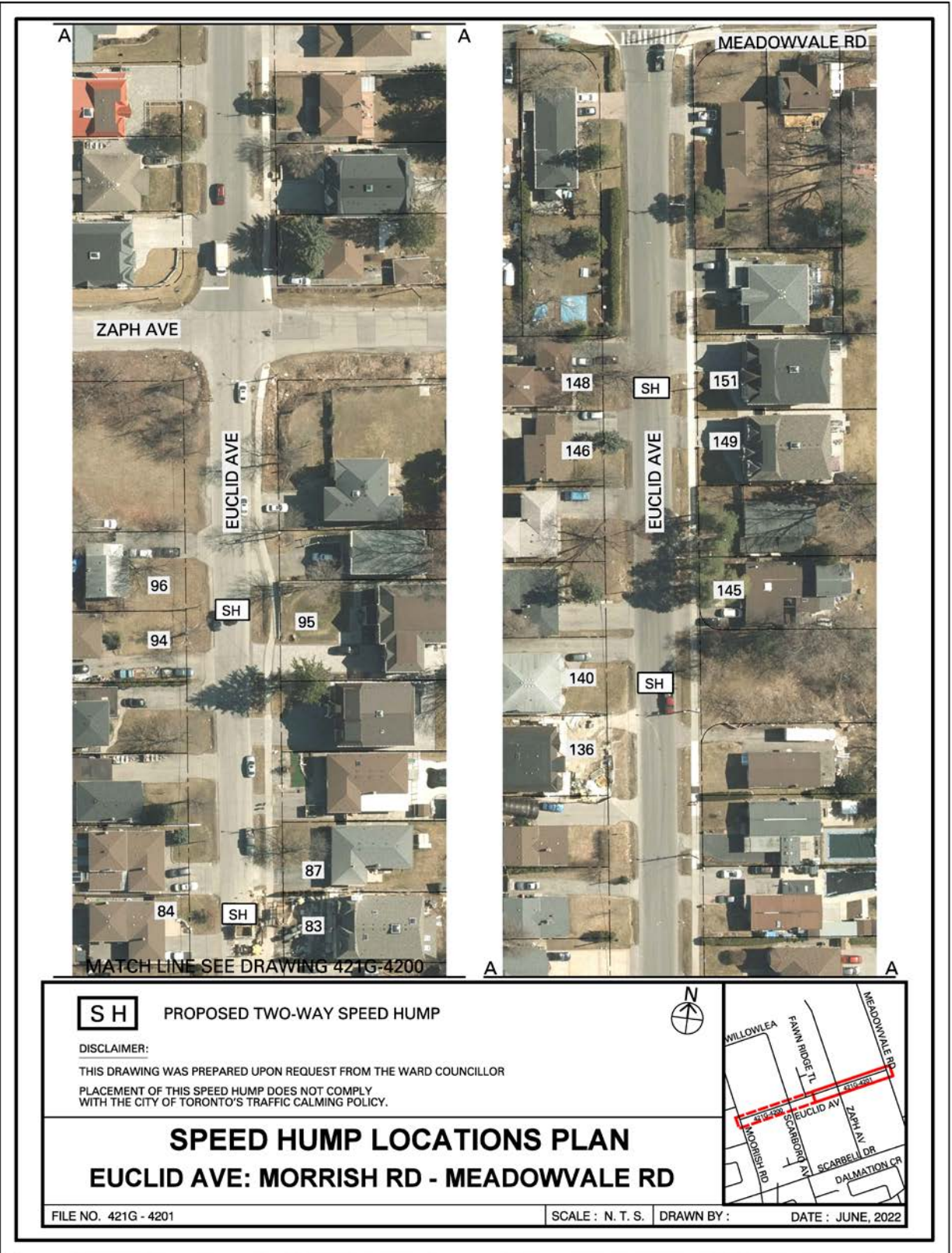
Attachment 1: Traffic Calming Warrant - Euclid Avenue

Warrant Criteria	Requirement	Warrant Satisfied?
Petition	Petition signed by at least 25% of the households on the street and/or 10% multiple family rental dwellings OR A direct request from the Ward Councillor	Yes
Impacts to Adjacent Streets	No significant traffic impacts on adjacent streets	Yes
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
Road Grade	Road grade 5% or less OR between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Yes
Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, will not significantly affect service delivery	Comments have been received from Fire Services. Awaiting comments from Police Services and Paramedic Services
Minimum Speed	The 85th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the traffic volume warrant must be satisfied OR On streets where the 85th percentile speed exceeds the warranted speed limit by a minimum of 15 km/h, there is no minimum traffic volume required	Yes (51 km/h)
Traffic Volumes	Local road traffic volume must be between 1,000 and 8,000 vehicles per day OR Collector road traffic volume must be between 2,500 and 8,000 vehicles per day	Yes (2,737 vpd)

Warrant Criteria	Requirement	Warrant Satisfied?
Minimum Block Length	On streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres	Yes
Transit Service	No significant impacts on regularly scheduled Toronto Transit Service vehicles (as determined in consultation with TTC staff)	N/A

Attachment 2: Speed Hump Locations Plan - Euclid Avenue





Attachment 3: Letter from Toronto Fire Services, dated May 2022



Tracey Cook
Deputy City Manager

Emergency Management

Fire Services
75 Toryork Drive
Toronto, Ontario

Tel: 416-338-9510
Fax: 416-338-9527

May 30, 2022

Sidra Rahimzada
Project Manager
Traffic Operations
Transportation Services

RE: Euclid Avenue between Meadowvale Road and Morrish Road - Evaluation for installation of traffic calming devices.

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Euclid Avenue (Meadowvale to Morrish) and provide the following comments.

Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restriction imposed by a speed hump have a much greater impact on large fire vehicles. Response time increase with every obstacle encountered on route to any emergency incident and the cumulative impact of several speed hump can be a significant amount of time.

Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the city of Toronto. However, careful consideration must be given to accepting a delay to emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic. Our recommendation is that non-physical measures be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles.

Regards,

Terry Bruining
Emergency Management
Toronto Fire Services