

Road Safety Review - Port Union Road

Date: January 11, 2023

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.

Scarborough Community Council directed Transportation Services to assess vehicle speeds on Port Union Road, between Lawrence Avenue East and Bridgend Street, and report back on potential traffic calming measures and other findings. This report provides an overview of the assessments and investigation undertaken by Transportation Services.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council not authorize the installation of traffic calming (speed humps) on Port Union Road, between Lawrence Avenue East and Bridgend Street.

FINANCIAL IMPACT

There are no financial impacts resulting from the adoption of the recommendation in this report.

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of speed humps on Port Union, the estimated cost of installing six speed humps is \$24,000. Funding would be subject to availability and competing priorities within the Transportation Services 2023 Interim Capital Budget.

DECISION HISTORY

On June 30, 2022 Scarborough Community Council adopted Item SC33.66 (Road Safety on Port Union Road), directing Transportation Services to report back on potential traffic calming measures and findings regarding vehicular speeds on Port Union Road, between Lawrence Avenue East and Bridgend Street.

The Scarborough Community Council decision can be found at:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.SC33.66>

COMMENTS

In response to the direction from Scarborough Community Council through the adoption of Item SC33.66, Transportation has studied speeds to enhance safety and operation on Port Union Road, between Lawrence Avenue East and Bridgend Street.

Existing Conditions

Port Union Road, between Lawrence Avenue East and Bridgend Street, is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 16 metres with a three-metre wide raised centre median
- The daily two-way traffic volume is approximately 4,100 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The area is comprised of row townhomes, and Port Union Village Common Park and Lake Ontario waterfront.

A map of the area is included in Attachment 5.

The parking regulations on Port Union Road, between Lawrence Avenue East and Bridgend Street, are as follows:

Both sides

- No parking anytime
- No stopping anytime, between a point 15 metres north of the roundabout and a point 10 metres south of Bridgend Street

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Signage

The signage within the study includes advance pedestrian ahead signage, playground ahead, hazard warning for the centre median and speed limit signage. All signage is in good condition, appropriate and clearly visible to all road users. However, it was been noted that midblock speed limit signage is missing. As such, a service request has been requested to install midblock speed signs in both the northbound and southbound direction.

Pavement Marking

The pavement markings, within the study area were in good condition. These markings, when required, will be refreshed as part of Transportation Services' annual painting program.

Traffic Calming Measure

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 1-3.

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Port Union Road on August 9, 2022.

Based on the study results, the overall warrant for traffic calming was not met for the following reasons:

- **Minimum speed:** The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 48 and 49 km/h. In order for speed humps to be technically warranted the operating speed must be a minimum of 10 km/h over the warranted speed limit. The operating speed is 8 and 9 km/h over the warranted speed of 40 km/h and less than the required 10 km/h minimum.
- **Minimum block length:** The street block length of 78, 68 and 105 metres respectively for the subject blocks, are less than the required minimum of 120 metres between blocks.

As required by the Traffic Calming Policy, staff evaluated the speeds of vehicles against the warranted speed limit of 40 km/h and not the posted speed limit of 30 km/h.

The overall investigation concluded that the warrant criteria as outlined in the Traffic Calming Policy has not been satisfied. Therefore, staff does not recommend the installation of speed humps on Port Union Road.

Alternate Recommendations

If, despite the findings above, Scarborough Community Council decides to proceed with installing speed humps on Port Union Road, between Lawrence Avenue East and Bridgend Street, it may approve the following:

"That the Scarborough Community Council:

1. Direct the Director of Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Port Union Road, between Lawrence Avenue East and Bridgend Street, 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:
 - a. authorize the installation of traffic calming (speed humps) on Port Union Road, between Lawrence Avenue East and Bridgend Street.
 - b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install six speed humps on Port Union Road, between Lawrence Avenue East and Bridgend Street, for traffic calming purposes, generally as shown on Attachment 4, Drawing No. TC 120, dated November 2022 and attached to the report entitled "Road Safety Review - Port Union Road", dated January 11, 2023 from the Director, Traffic Management, Transportation Services."

The estimated cost for installing six speed humps on Port Union Road is \$24,000. The installation of speed humps on Port Union Road would be subject to availability in Transportation Services 2023 Interim Capital Budget and competing priorities.

Collision Review

A review of the Toronto Police Service collision records, with specific emphasis for pedestrian, cyclist and Killed or Seriously Injured (KSI) collisions on Port Union Road, between Lawrence Avenue East and Bridgend Street, was undertaken for the five year period ending October 28, 2022 and did not reveal any collisions.

Additionally, this review did not disclose any collisions that could be attributed to excessive speeding or aggressive driving along Port Union Road.

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

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 Port Union Road, between Lawrence Avenue East and Bridgend Street, 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. Port Union Road, between Lawrence Avenue East and Bridgend Street, scored 19 ranking points out of a possible 100.

No alterations to parking regulations will be required, nor will 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.

Consultation with emergency services (Toronto Police Service, 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. Emergency services were advised of this proposal.

Comments have not been received back at the time of writing this report from Toronto Police Service, Toronto Paramedic Services or Toronto Fire Services. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

Cycling Infrastructure

As part of the Port Union Road Improvement Project, Port Union Road will be widened between Lawrence Avenue East and Island Road, to include an additional, northbound lane, completed sidewalks, centre-turn lanes and raised cycle tracks on both sides of the street.

Given the six-metre wide road width and opportunity to enhance connectivity to the City's cycling network, Port Union Road, south of Lawrence Avenue East, is highly suitable for new bikeway infrastructure. There is interest in an extension of the cycle track south of Lawrence Avenue East to Port Union Village Common Park. Extension of the cycle track to include the segment between Lawrence Avenue East and Bridgend Street requires council approval. Further review by Cycling and Pedestrian Projects and Capital Project Units is required.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Port Union Road, between Lawrence Avenue East and Provincetown Road
Attachment 2: Traffic Calming Warrant - Port Union Road, between Provincetown Road and Shoalhaven Drive
Attachment 3: Traffic Calming Warrant - Port Union Road, between Shoalhaven Drive and Bridgend Street
Attachment 4: Speed Hump Locations Plan - Port Union Road, Lawrence Avenue East - Bridgend Street
Attachment 5: Area Map - Port Union Road: Port Union Road from Lawrence Avenue East to Bridgend Street

Attachment 2: Traffic Calming Warrant - Port Union Road, between Lawrence Avenue East and Provincetown Road

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	No
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	No (48 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 (4116 vpd)
Minimum Block Length	On streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres	No (78 metres)
Transit Service	No significant impacts on regularly scheduled Toronto Transit Service vehicles (as determined in consultation with TTC staff)	N/A

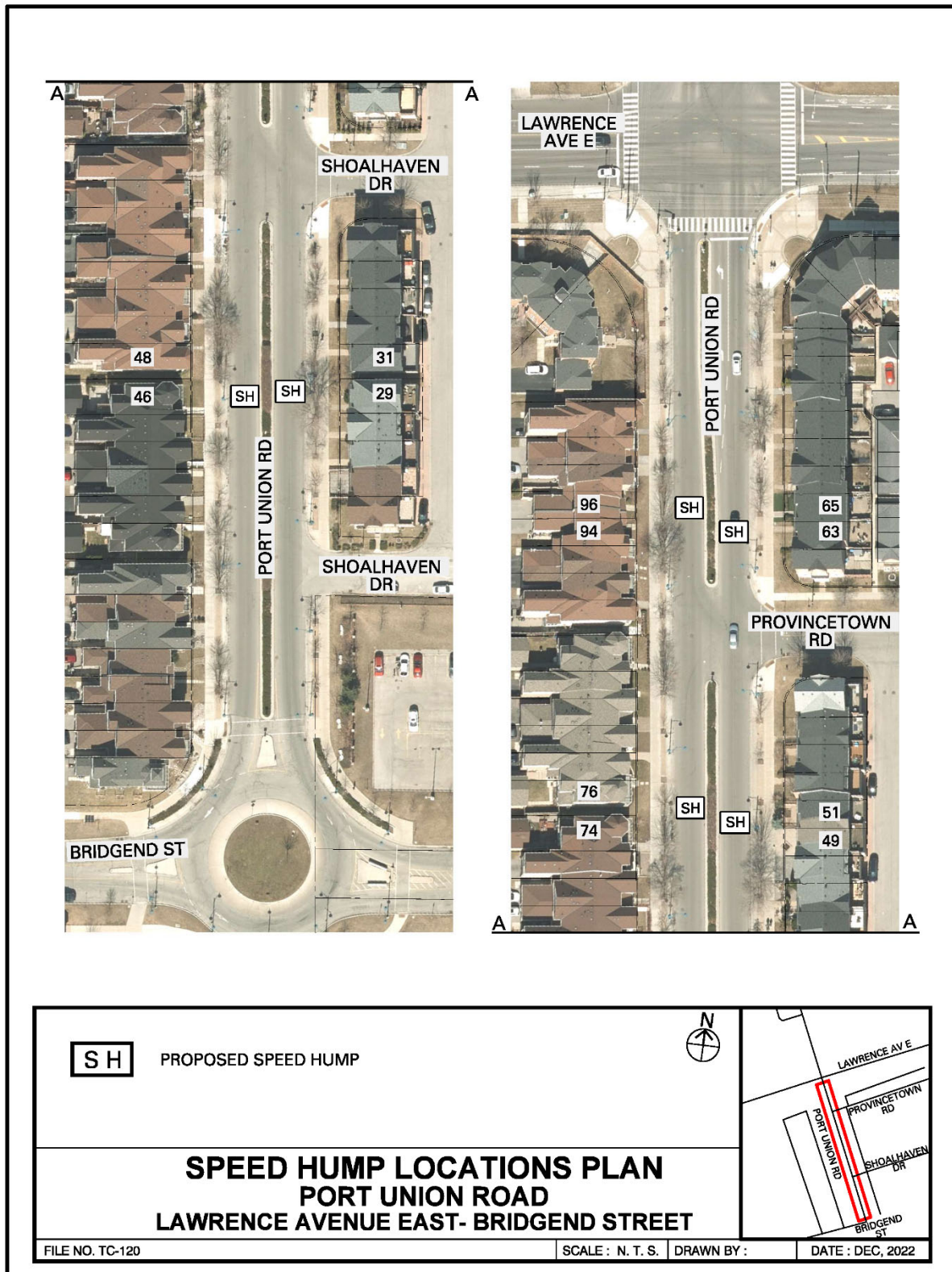
Attachment 2: Traffic Calming Warrant - Port Union Road, between Provincetown Road and Shoalhaven Drive

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	No
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	No (49 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 (3,700 vpd)
Minimum Block Length	On streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres	No (68 metres)
Transit Service	No significant impacts on regularly scheduled Toronto Transit Service vehicles (as determined in consultation with TTC staff)	N/A

Attachment 3: Traffic Calming Warrant - Port Union Road, between Shoalhaven Drive and Bridgend Street

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 or 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	No
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 (50 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 (3,400 vpd)
Minimum Block Length	On streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres	No (105 metres)
Transit Service	No significant impacts on regularly scheduled Toronto Transit Service vehicles (as determined in consultation with TTC staff)	N/A

Attachment 4: Speed Hump Locations Plan - Port Union Road, Lawrence Avenue East
- Bridgend Street



Attachment 5: Area Map - Port Union Road: Port Union Road from Lawrence Avenue East to Bridgend Street

