

## **Traffic Calming (Speed Humps) Kingsview Boulevard**

**Date:** October 9, 2024

**To:** Etobicoke York Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 1: Etobicoke North

### **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.

Transportation Services is recommending the installation of speed humps on Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Kingsview Boulevard.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council authorize the installation of speed humps on Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive.
2. Etobicoke York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of 6 speed humps on Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive, generally as shown on Attachment 2, Drawing TC-348, TC349 and TC350 dated September 2024, attached to the report entitled "Traffic Calming (Speed Humps) Kingsview Boulevard" from the Director, Traffic Management, Transportation Services.

### **FINANCIAL IMPACT**

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The estimated cost for installing 6 speed humps on Renault Crescent is \$24,000. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

### **DECISION HISTORY**

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This report addresses a new initiative.

## COMMENTS

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive. The residents are concerned that motorists travel at a high rate of speed on Kingsview Boulevard.

### Existing Conditions

Kingsview Boulevard 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 8.5 metres
- The daily two-way traffic volume is approximately 480 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 land use in the area consists of detached and semi-detached residential dwellings with a ten-storey multi-unit residential building near southwest end of the street. The section of Kingsview Boulevard between Kipling Avenue and Bridesburg Drive is not within a designated community safety zone. Traffic control signals are located at the intersection of Kingsview Boulevard and Kipling Avenue.

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

### Study Results

As part of the assessment of the warrant criteria, a three-day speed and volume study was conducted on Kingsview Boulevard between Tuesday, June 27, 2023, and Thursday, June 29, 2023.

The study results on Kingsview Boulevard disclosed the following:

- 24-hour total vehicle volume is 481 vehicles
- The block length from Kipling Avenue to Bridesburg Drive is approximately 817 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 48 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 55 km/h

Based on the study results, Kingsview Boulevard has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 18 km/h over the warranted speed of 30 km/h or 95th percentile is 25 km/h over the warranted speed of 30 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Kingsview Boulevard.

Traffic Calming (Speed Humps) - Kingsview Boulevard

## Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or cyclist
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive, scored 64 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 hump 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.

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 responded and advised they are not opposed to the installation of speed humps. However, speed humps may negatively impact their service delivery. A copy of their full response is included in Attachment 4. Installing speed humps/speed cushions will result in slower operating speeds for all vehicles, including emergency service vehicles.

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

## CONTACT

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Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services  
416-394-8409, [Shawn.Dillon@toronto.ca](mailto:Shawn.Dillon@toronto.ca)  
Traffic Calming (Speed Humps) - Kingsview Boulevard

## **SIGNATURE**

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

## **ATTACHMENTS**

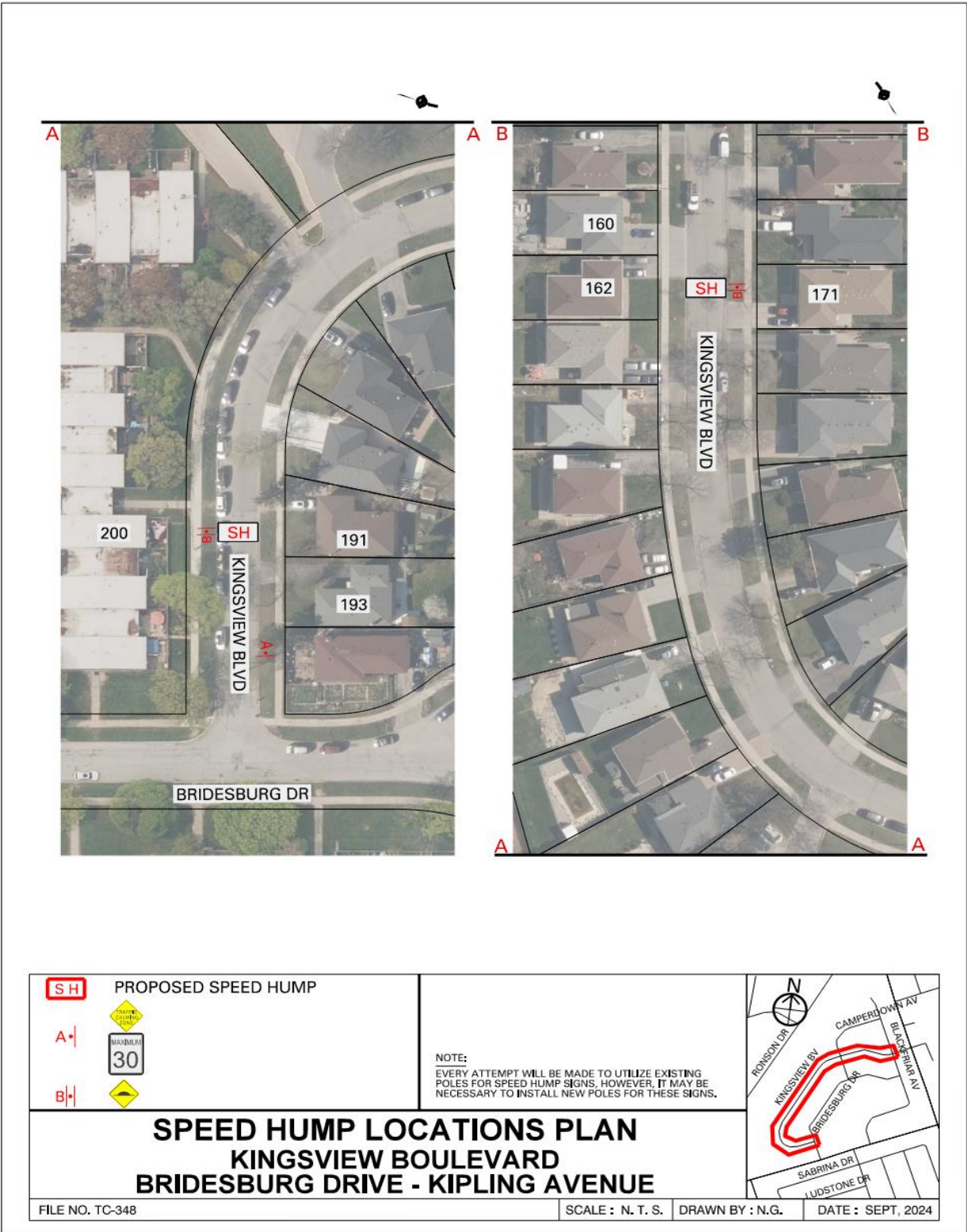
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- Attachment 1: Traffic Calming Warrant - Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive
- Attachment 2: Speed Hump Locations Plan - Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive
- Attachment 3: Letter from Toronto Fire Services, dated September 23, 2024
- Attachment 4: Letter from Toronto Paramedic Services, dated September 24, 2024

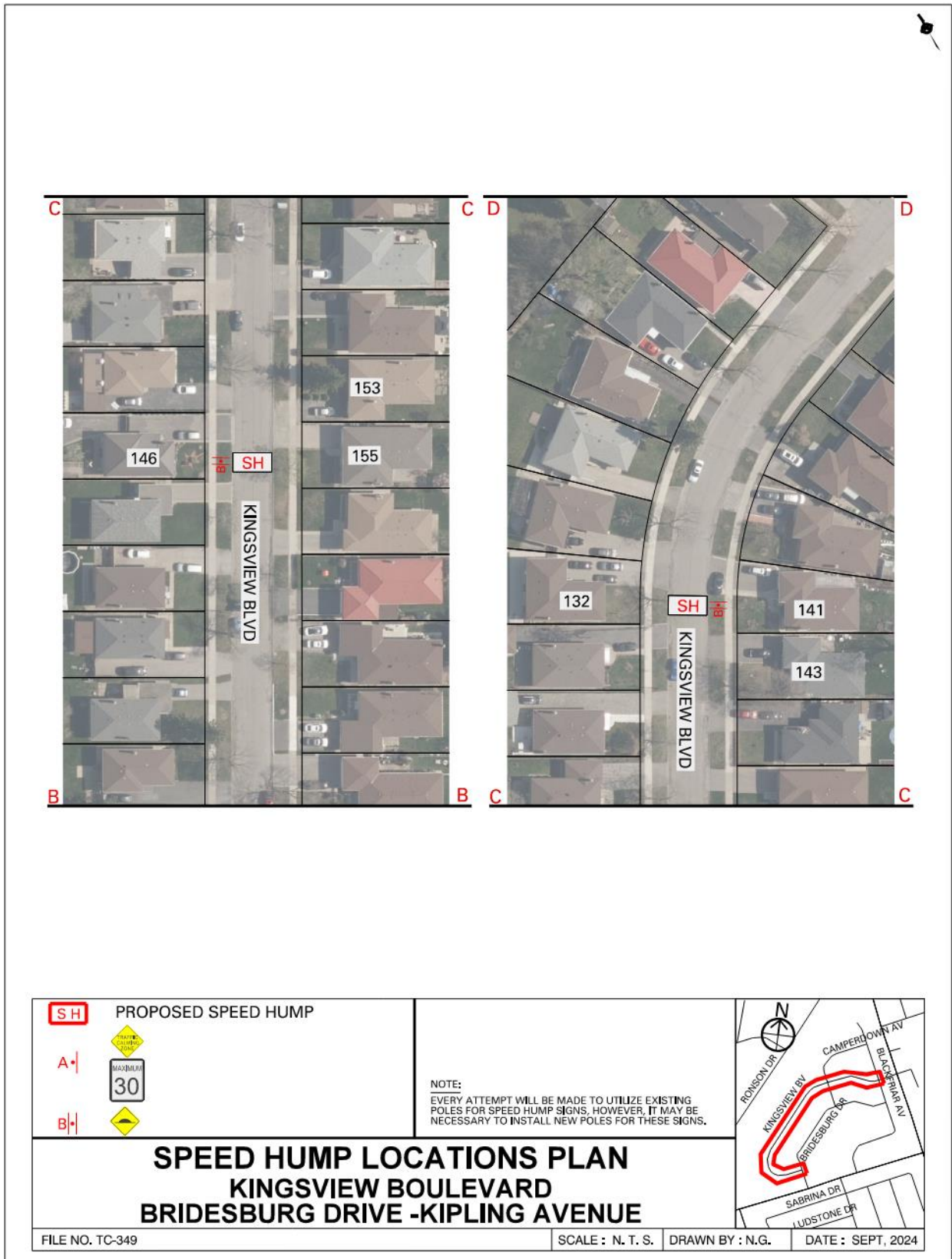
Attachment 1: Traffic Calming Warrant - Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Service	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (817 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (18 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (25 km/h)

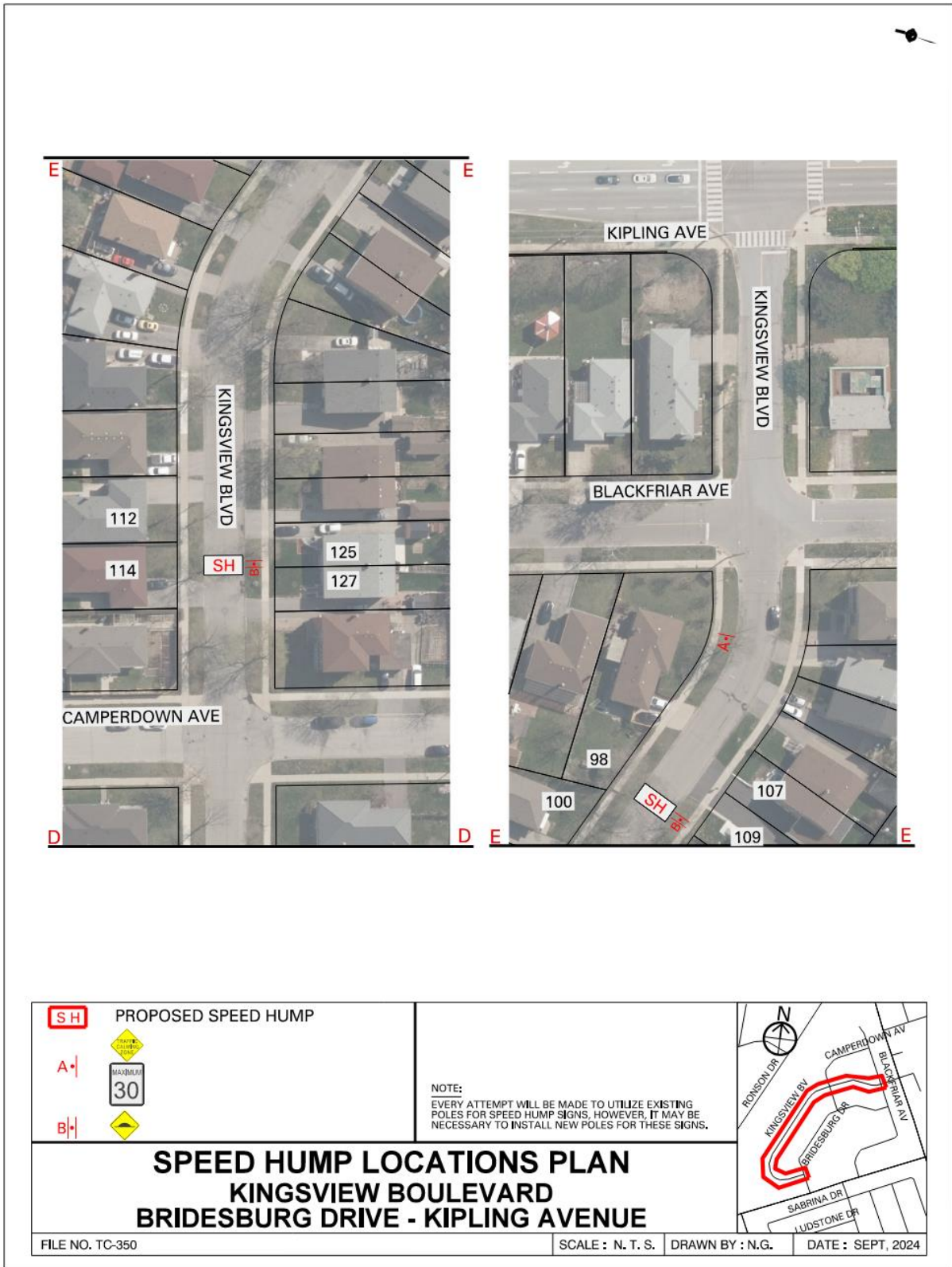
Attachment 2: Speed Hump Locations Plan - Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive



Attachment 2: Speed Hump Locations Plan - Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive



Attachment 2: Speed Hump Locations Plan - Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive



Attachment 3: Letter from Toronto Fire Services



Matthew Pegg  
Fire Chief and General Manager

Paul Raftis  
Deputy City Manager  
Community & Social Services

Fire Services  
4330 Dufferin Street  
Toronto, Ontario M3H 5R9

Email: [OfficeoftheFireChief@toronto.ca](mailto:OfficeoftheFireChief@toronto.ca)

September 23, 2024

Tariq Khan  
Engineering Technologist Technician 1  
City Of Toronto, Transportation Services  
399 The West Mall, 3rd Floor S.  
Toronto, ON M9C 2Y2

**RE: Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive, Speed Hump Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive and provide the following comments.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

Toronto 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,

Claudio Gloazzo  
Acting District Chief  
*for*  
Joseph Del Vasto  
District Chief  
Emergency Planning  
Toronto Fire Services  
(416) 338-9136



## Attachment 4: Letter from Toronto Paramedic Services

**From:** EMS Planning <[emsplanning@toronto.ca](mailto:emsplanning@toronto.ca)>  
**Sent:** Wednesday, September 25, 2024 9:28 AM  
**To:** Atif Sharif <[Atif.Sharif@toronto.ca](mailto:Atif.Sharif@toronto.ca)>; Tariq Khan (Transportation) <[Tariq.Khan@toronto.ca](mailto:Tariq.Khan@toronto.ca)>  
**Cc:** Jennifer Chung <[Jennifer.Chung@toronto.ca](mailto:Jennifer.Chung@toronto.ca)>; EMS Planning <[emsplanning@toronto.ca](mailto:emsplanning@toronto.ca)>  
**Subject:** RE: 11804679 Kingsview Boulevard Traffic Calming

We have received and reviewed the proposal for installation of speed humps on Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive, with the following comments:

The installation of speed humps on Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Kingsview Boulevard, between Kipling Avenue and Bridesburg Drive, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.

**From:** Atif Sharif <[Atif.Sharif@toronto.ca](mailto:Atif.Sharif@toronto.ca)>  
**Sent:** Monday, September 23, 2024 10:31 AM  
**To:** Tariq Khan (Transportation) <[Tariq.Khan@toronto.ca](mailto:Tariq.Khan@toronto.ca)>; EMS Planning <[emsplanning@toronto.ca](mailto:emsplanning@toronto.ca)>  
**Cc:** Jennifer Chung <[Jennifer.Chung@toronto.ca](mailto:Jennifer.Chung@toronto.ca)>  
**Subject:** FW: 11804679 Kingsview Boulevard Traffic Calming

Good morning Planning,

Please see the below request and provide comments.

Thank you,

Atif Sharif  
A/Commander - Policy, Projects & Process Improvement  
Office of the Chief  
Toronto Paramedic Services  
Tel: 416-397-7493  
Cel: 437-243-7694



**Upcoming Out-Of-Office:**