

Traffic Calming (Speed Humps and Speed Cushions) - Sweeney Drive

Date: November 15, 2016

To: North York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 16 - Don Valley East

SUMMARY

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 ten speed cushions and one speed hump on Sweeney Drive, between Victoria Park Avenue and Daleside Crescent (west intersection).

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. North York Community Council authorize the installation of speed cushions and a speed hump on Sweeney Drive, between Mere Court and Daleside Crescent (west intersection).
2. North York Community Council direct the City Solicitor to prepare a by-law to alter the roadway on Sweeney Drive, between Mere Court and Daleside Crescent (west intersection), ten speed cushions and one speed hump, generally as shown on the attached Drawing Nos. TC-373, TC-374, and TC-374-1 dated November 2024 from the Director, Traffic Management, Transportation Services.
3. Subject to approval of Recommendations 1 and 2 above, North York Community Council reduce the speed limit from 40 km/h to 30 km/h on Sweeney Drive, between Mere Court and Daleside Crescent (west intersection)

FINANCIAL IMPACT

The estimated cost for installing ten speed cushions and one speed hump on Sweeney Drive is \$44,000. Funding is subject to availability and competing priorities within the Transportation Services current Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps and/or speed cushions on Sweeney Drive, between Victoria Park Avenue and Daleside Crescent (west intersection).

Existing Conditions

Sweeney Drive is characterized by the following conditions:

- It is a two-lane, east-west collector roadway, between Victoria Park Avenue and Wyndcliff Crescent, and a local roadway, between Wyndcliff Crescent and Daleside Crescent (west intersection)
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,500 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is Toronto Transit Commission (TTC) service provided by the 91 Woodbine Bus, between Victoria Park Avenue and Wyndcliff Crescent
- There are sidewalks on the north side of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Sweeney Drive is within designated School Safety Zone.

A map of the area and proposed locations of the speed humps/speed cushions is included in Attachment 1.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Sweeney Drive from April 30 to May 02, 2024.

The study results on Sweeney Drive disclosed the following:

- 24-hour total vehicle volume is 1,542 vehicles

- The block length from Victoria Park Avenue to Sloane Avenue is 395 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 52 km/h

Based on the study results, Sweeney Drive 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 8 km/h over the warranted speed of 40 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 a speed hump on the subject segment of Sweeney Drive without a Toronto Transit Commission (TTC) bus route and speed cushions on the segments with a TTC bus route.

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. Sweeney Drive, between Victoria Park Avenue and Daleside Crescent (west intersection), scored 34 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 and speed cushions. Installation of speed humps and speed cushions will have minimal effect on winter services, street cleaning and garbage collection.

The TTC has been advised of the recommendations in this report and has no objections to the proposed speed cushions.

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 4. Toronto Paramedic Services have provided their comments. A copy of their full response is included in Attachment 5. Toronto Police Service have not provided comments back at the time of writing this report. Installing speed humps 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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416-394-8409, Shawn.Dillon@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Speed Humps/Cushion Locations Plan Sweeney Drive Street: Daleside Cres - Mere Crt

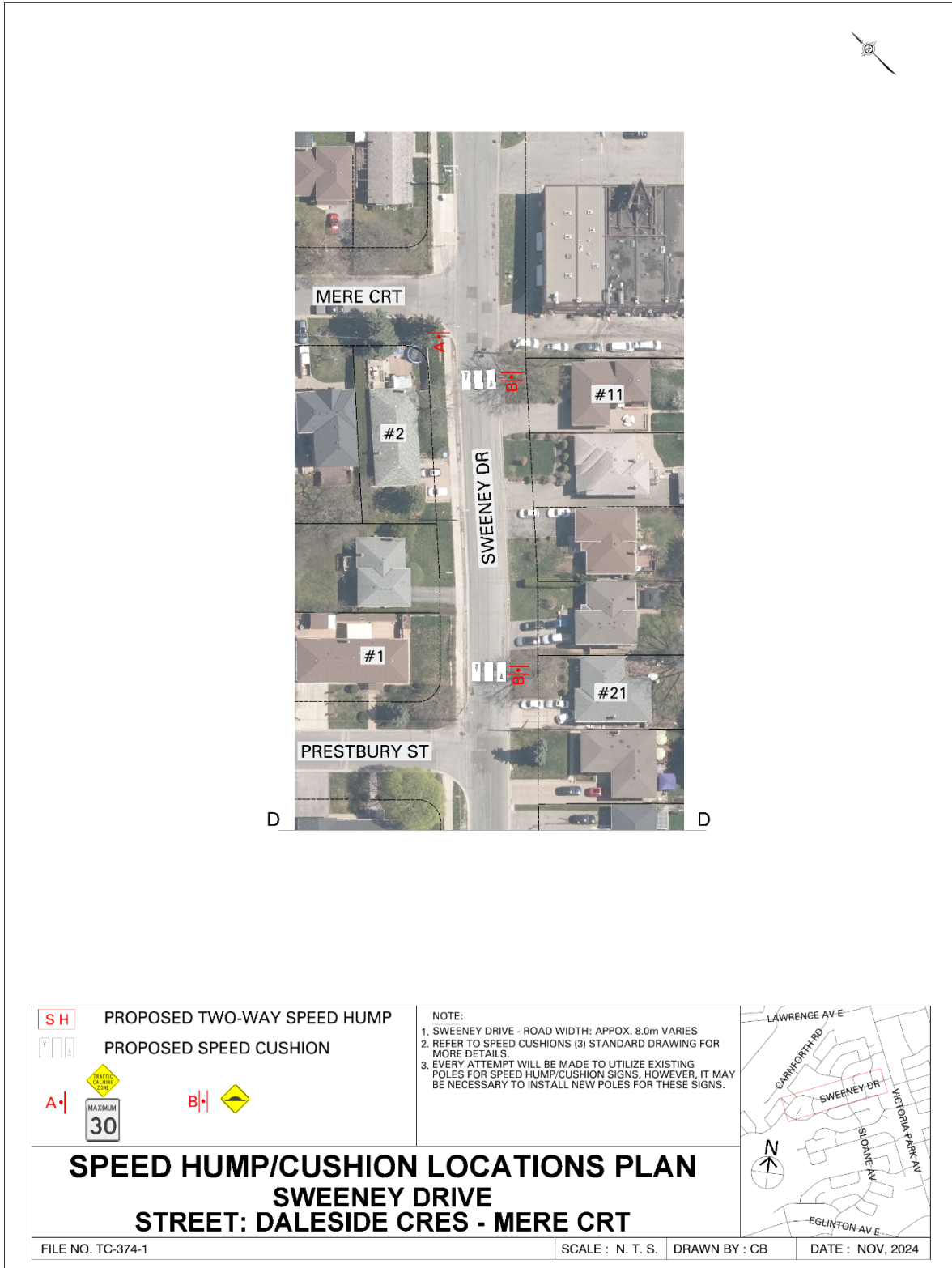
Attachment 2: Speed Humps/Cushion Locations Plan Sweeney Drive Street: Daleside Cres - Mere Crt

Attachment 3: Speed Humps/Cushion Locations Plan Sweeney Drive Street: Daleside Cres - Prestbury St

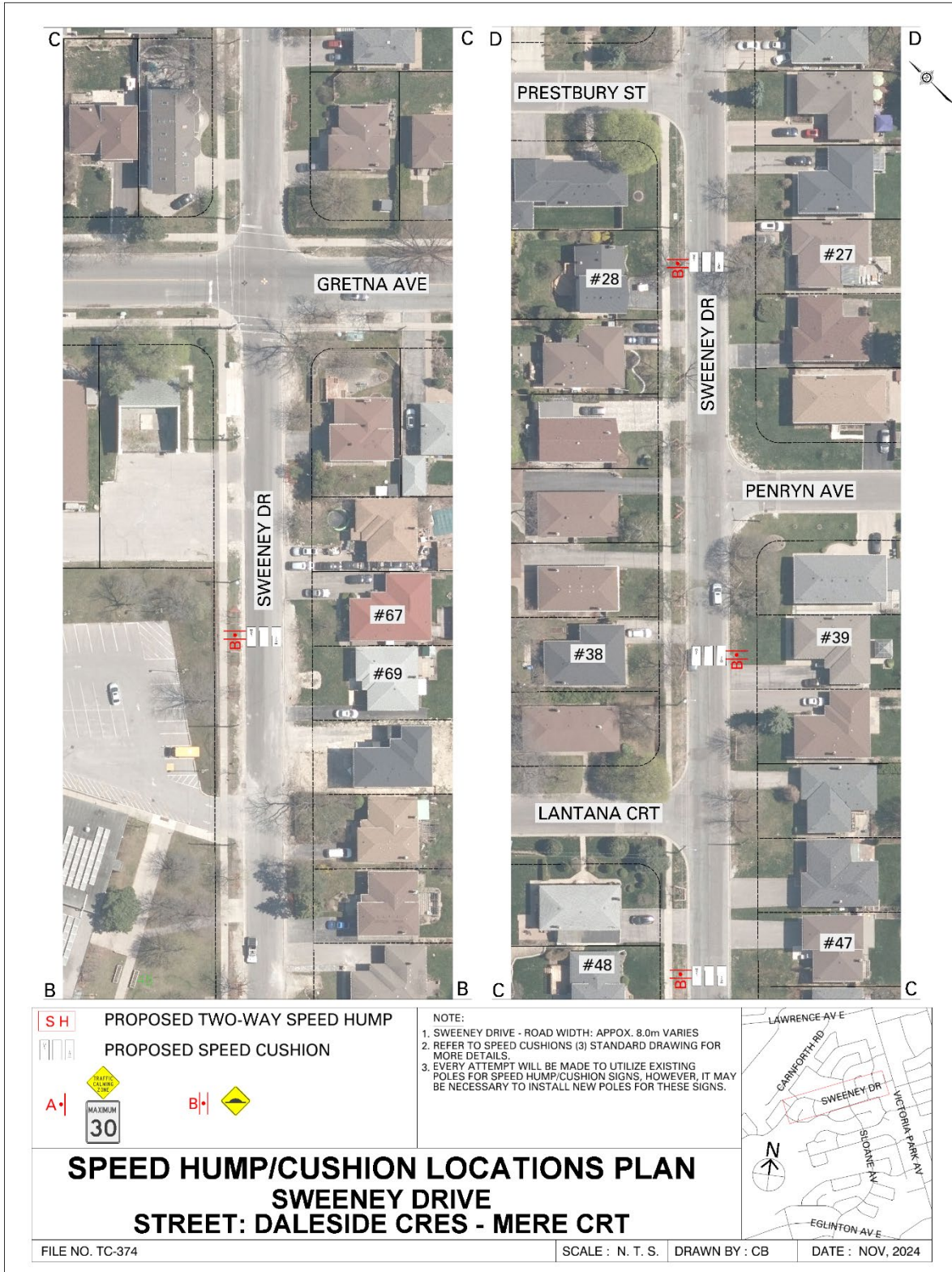
Attachment 4: Letter from Toronto Fire Services

Attachment 5: Letter from Toronto Paramedic Services

Attachment 1: Speed Humps/Cushion Locations Plan Sweeney Drive Street: Daleside Cres - Mere Crt



Attachment 2: Speed Humps/Cushion Locations Plan Sweeney Drive Street: Daleside Cres - Mere Crt



Attachment 3: Speed Humps/Cushion Locations Plan Sweeney Drive Street: Daleside Cres - Prestbury St



Attachment 4: Letter from Toronto Fire Services



Paul Raffis
Deputy City Manager
Community & Social Services

Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Matthew Pegg
Fire Chief and General Manager

Email: OfficeoftheFireChief@toronto.ca

September 24, 2024

Derek Hoang
Engineering Technologist Technician 1
Traffic Operations Area 2
Transportation Services
North York Civic Center

RE: Sweeney Drive (Daleside Crescent (east) and Prestbury Street) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Sweeney Drive (between Daleside Crescent (east) and Prestbury Street) 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

Attachment 5: Letter from Toronto Paramedic Services

RE: Emergency Services Request for Comment - Sweeney Drive



EMS Planning

To Atif Sharif; Derek Hoang

Cc Jennifer Chung; EMS Planning



Reply

Reply All

Forward



Wed 09/25/2024 9:28 AM

We have received and reviewed the proposal for installation of speed humps on Sweeney Drive, between Daleside Crescent (east) and Prestbury Street, with the following comments:

The installation of speed humps on Sweeney Drive, between Daleside Crescent (east) and Prestbury Street, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Sweeney Drive, between Daleside Crescent (east) and Prestbury Street, 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.