

Traffic Calming (Speed Humps) - Wishing Well Drive

Date: January 31, 2024

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 22, Scarborough-Agincourt

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 speed humps on Wishing Well Drive, between the northern intersection with Pharmacy Avenue and the southern intersection with Pharmacy Avenue. 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 Wishing Well Drive.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Wishing Well Drive, between Pharmacy Avenue (north intersection) and Pharmacy Avenue (south intersection).
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of 12 speed humps on Wishing Well Drive, between Pharmacy Avenue (north intersection) and Pharmacy Avenue (south intersection), generally as shown on Attachment 2, dated February 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Wishing Well Drive " from the Director, Traffic Management, Transportation Services.
3. Scarborough Community Council reduce the existing speed limit from 40 km/h to 30 km/h on Wishing Well Drive, between Pharmacy Avenue (north intersection) and Pharmacy Avenue (south intersection), in conjunction with the installation of speed humps.

FINANCIAL IMPACT

The estimated cost for installing 12 speed humps on Wishing Well is \$48,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2024 Interim 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 and supported by a petition, to investigate the feasibility of installing speed humps on Wishing Well Drive, between the northern intersection with Pharmacy Avenue and the southern intersection with Pharmacy Avenue. The residents are concerned that motorists travel at a high rate of speed on Wishing Well Drive.

Existing Conditions

Wishing Well Drive is characterized by the following conditions:

- It is a two-lane local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume varies from approximately 550 to 1,760 vehicles
- The speed limit is 40 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 residential dwellings, with Wishing Well Park towards the south-west of the segment and Wishing Well Woods to the north of the segment. This subject section of Wishing Well Drive is not within designated Community Safety Zone. Wishing Well Drive is controlled by all-way stop signs at its intersections with Vradenberg Drive and with Farmcrest Drive.

A map of the area and proposed locations of the speed humps is included in Attachment 7.

Study Results

As part of the assessment of the warrant criteria, four vehicle speed and volume studies were conducted on Wishing Well Drive in July of 2022. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by City Council. The study results on Wishing Well Drive are summarized in Table 1.

Table 1: Wishing Well Drive Speed and Volume Study Results

Road section	Daily Traffic Volume	85th percentile speed criteria		95th percentile speed criteria	
		Results	Warrant Requirement	Results	Warrant Requirement
Pharmacy Avenue and the southern elbow of Wishing Well Drive	546	48.6 km/h	38 km/h	49.5 km/h	45 km/h
Southern elbow of Wishing Well Drive and Vradenberg Drive	561	44.8 km/h	38 km/h	53.8 km/h	45 km/h
Vradenberg Drive and Farmcrest Drive	1,756	48.6 km/h	38 km/h	50.5 km/h	45 km/h
Farmcrest Drive and Pharmacy Avenue	1,214	44.7 km/h	38 km/h	53.9 km/h	45 km/h

Based on the study results, all sections of Wishing Well Drive have satisfied the warrant criteria for the 85th and 95th percentile speeds. Additionally, all blocks are over the minimum 120 metre length requirement.

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 Wishing Well Drive.

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. Out of the segments analyzed on Wishing Well Drive, the segment with the highest score had 17 ranking points out of a possible 100. Full prioritization scores for all analysis segments can be found in Attachment 5.

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.

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. 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

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services
416-397-5021, Dan.Clement@toronto.ca

SIGNATURE

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

ATTACHMENTS

- Attachment 1: Traffic Calming Warrant - Wishing Well Drive, between Pharmacy Avenue and southern elbow of Wishing Well Drive
- Attachment 2: Traffic Calming Warrant - Wishing Well Drive, between southern elbow of Wishing Well Drive and Vradenberg Drive
- Attachment 3: Traffic Calming Warrant - Wishing Well Drive, between Vradenberg Drive and Farmcrest Drive
- Attachment 4: Traffic Calming Warrant - Wishing Well Drive, between Farmcrest Drive and Pharmacy Avenue
- Attachment 5: Prioritization Score Table - Wishing Well Drive, between Pharmacy Avenue (north intersection) and Pharmacy Avenue (south intersection)
- Attachment 6: Letter from Toronto Fire Services, dated May 10, 2023
- Attachment 7: Map-Speed Hump Locations Plan - Wishing Well Drive

Attachment 1: Traffic Calming Warrant - Wishing Well Drive, between Pharmacy Avenue and southern elbow of Wishing Well 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 Services	No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) 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
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (48.6 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (49.5 km/h)

Attachment 2: Traffic Calming Warrant - Wishing Well Drive, between southern elbow of Wishing Well Drive and Vradenberg 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 Services	No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) 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
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (44.8 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (53.8 km/h)

Attachment 3: Traffic Calming Warrant - Wishing Well Drive, between Vradenberg Drive and Farmcrest 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 Services	No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) 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
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (48.6 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (50.5 km/h)

Attachment 4: Traffic Calming Warrant - Wishing Well Drive, between Farmcrest Drive and Pharmacy Avenue

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 Services	No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) 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
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (44.7 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (53.9 km/h)

Attachment 5: Prioritization Score Table - Wishing Well Drive, between Pharmacy Avenue (north intersection) and Pharmacy Avenue (south intersection)

Wishing Well Drive between:	Prioritization Score
Pharmacy Avenue and the southern elbow of Wishing Well Drive	14
Southern elbow of Wishing Well Drive and Vradenberg Drive	10
Vradenberg Drive and Farmcrest Drive	17
Farmcrest Drive and Pharmacy Avenue	15



Emergency Management

Fire Services
75 Toryork Drive
Toronto, Ontario

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

May 10, 2023

To: Rayman

RE: Wishing Well Drive - Speed hump investigative summary (SR# 1136629)

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on *Wishing Well 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 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 humps can be a significant amount of time. Additionally, as indicated in the review documents circulated both speed, minimum block length & volume warrant criteria (Traffic Calming Policy) has not been fully met.

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,

Rob Mezzapelli
Emergency Management
Toronto Fire Services
(416) 338-8512