

## **Traffic Calming (Speed Humps) - Clonmore Drive**

**Date:** May 27, 2024

**To:** Scarborough Community Council

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

**Wards:** Ward 20, Scarborough Southwest

### **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 Clonmore Drive, between Gerrard Street East and Fallingbrook Road. 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 Clonmore Drive.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Clonmore Drive, between Gerrard Street East and Fallingbrook Road.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of five speed humps on Clonmore Drive, between Gerrard Street East and Fallingbrook Road, generally as shown on Attachments 2 and 3, Drawing No.'s TC-271 and TC-272, dated April 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Clonmore Drive" from the Director, Traffic Management, Transportation Services.

### **FINANCIAL IMPACT**

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The estimated cost for installing five speed humps on Clonmore Drive is \$20,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2024 Capital Budget.

## **DECISION HISTORY**

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On May 18, 2023, Scarborough Community Council adopted Item SC5.14 (Traffic Calming- Clonmore Drive), directing Transportation Services to investigate the feasibility of installing traffic calming measures (speed humps) on Clonmore Drive, between Fallingbrook Road and Gerrard Street East, and report back to Scarborough Community Council. The Community Council decision can be found at:

[Agenda Item History - 2023.SC5.14 \(toronto.ca\)](#)

## **COMMENTS**

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In response to the direction from Scarborough Community Council's adoption of the item SC5.14, Transportation Services conducted a study, to investigate the feasibility of installing speed humps on Clonmore Drive, between Gerrard Street East and Fallingbrook Road.

### **Existing Conditions**

Clonmore Drive is characterized by the following conditions:

- It is a two-lane, northeast-southwest, collector roadway
- It operates two-way traffic on a pavement width of approximately 9 metres
- The daily two-way traffic volume is approximately 2,700 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 one side of the street

The land use in the area consists of detached and semi-detached residential dwellings, as well as a Blantyre Park that is used as green space and includes a pool, playground and baseball diamond. This subject section of Clonmore Drive is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 2 and 3.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Clonmore Drive on May 16 to 18, 2023.

The study results on Clonmore disclosed the following:

- 24-hour total vehicle volume is 2,700 vehicles
- The block lengths from Gerrard Street East to Fallingbrook Road is 470 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 52.5 km/h

Based on the study results, Clonmore 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 speed humps on Clonmore 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. Clonmore Drive, between Gerrard Street East and Fallingbrook Road, scored 25 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 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. 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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Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services  
416-397-5021, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

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

## **ATTACHMENTS**

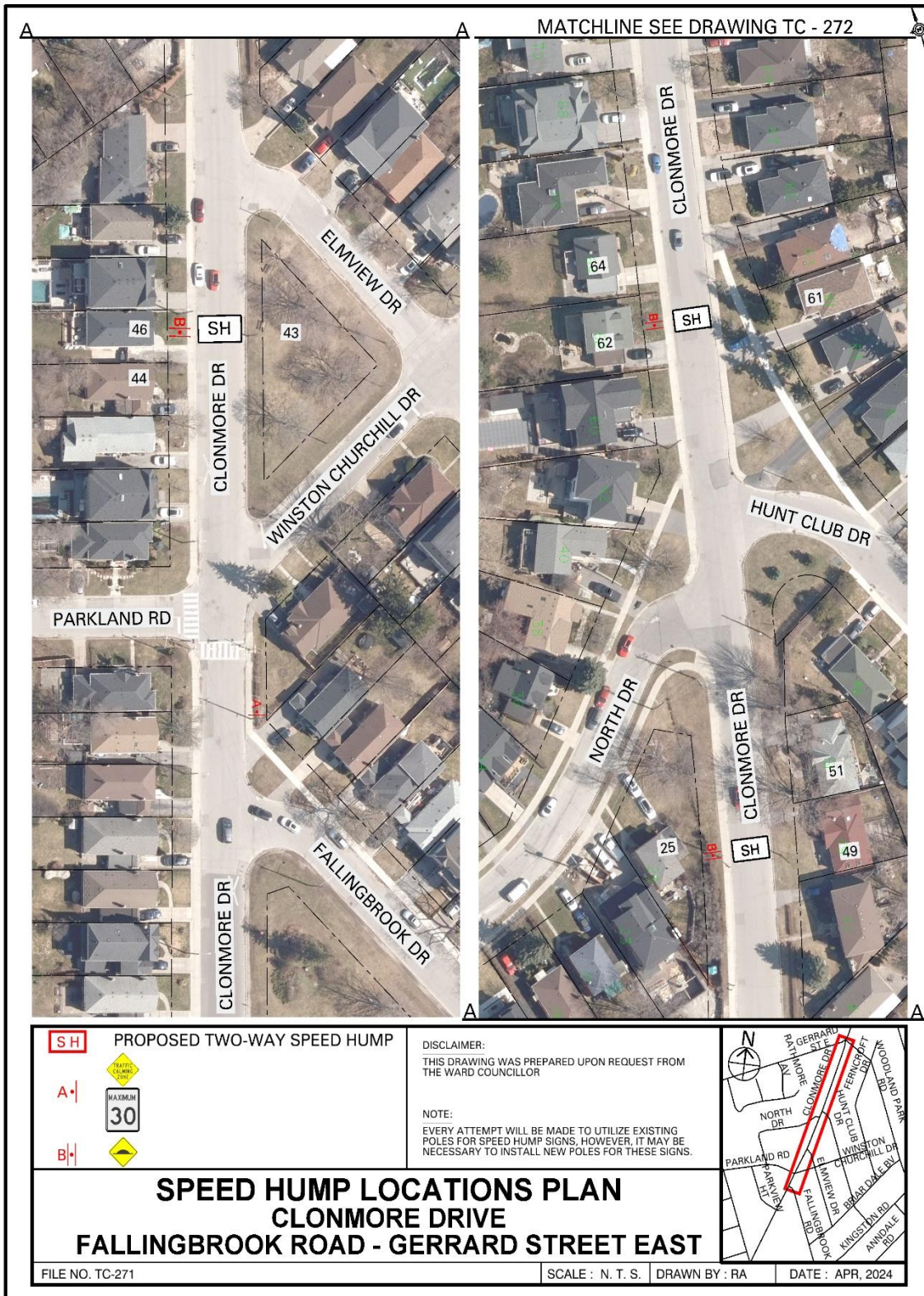
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- Attachment 1: Traffic Calming Warrant - Clonmore Drive
- Attachment 2: Speed Hump Locations Plan - Clonmore Drive, Fallingbrook Road - Gerrard Street East (Matchline, see drawing TC-272)
- Attachment 3: Speed Hump Locations Plan - Clonmore Drive, Fallingbrook Road - Gerrard Street East
- Attachment 4: Letter from Toronto Fire Services, April 24, 2024
- Attachment 5: Letter from Toronto Paramedic Services, April 25, 2024

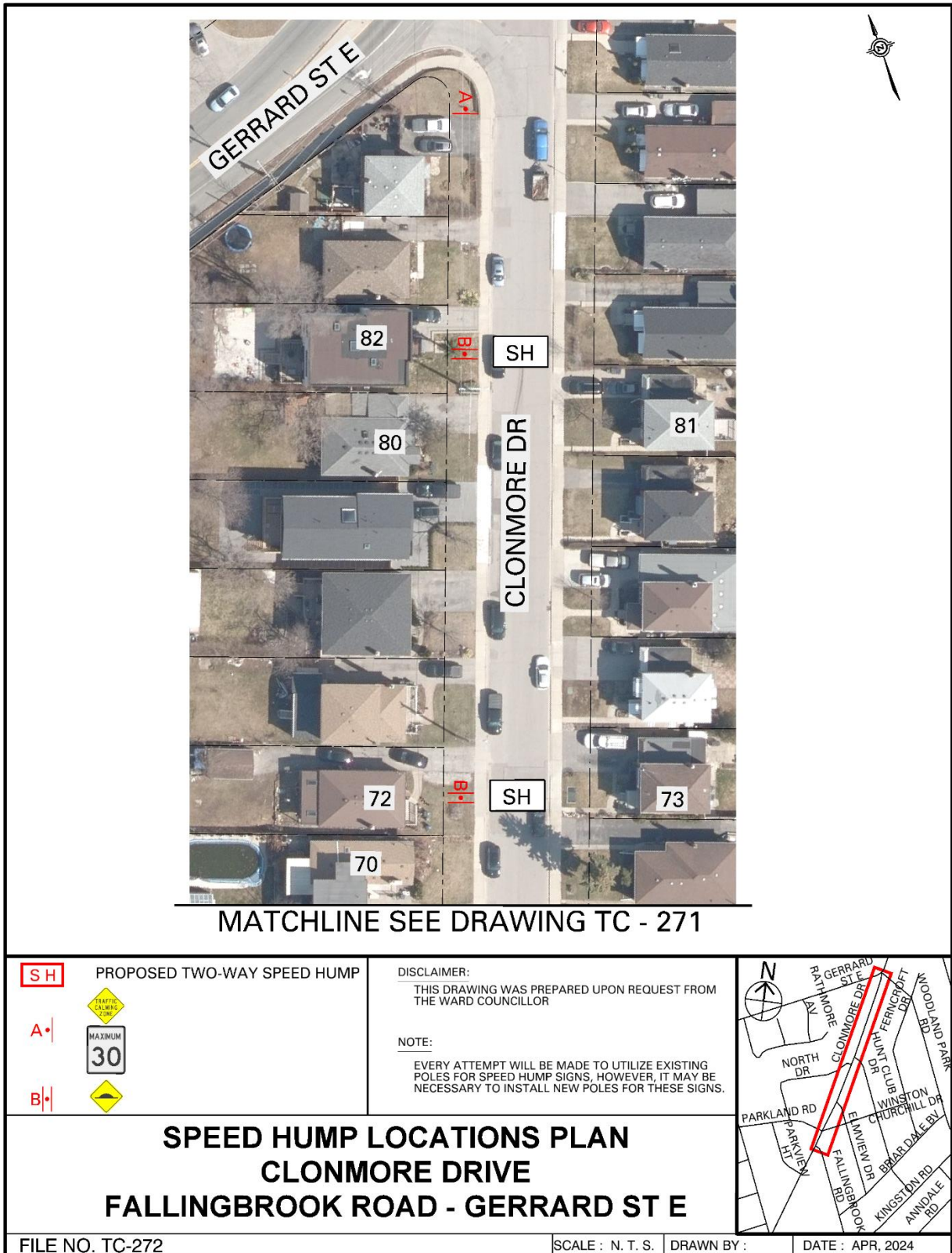
## Attachment 1: Traffic Calming Warrant - Clonmore Drive

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 (470 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (48 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (52.5 km/h)

Attachment 2: Speed Hump Locations Plan - Clonmore Drive, Fallingbrook Road - Gerrard Street East (Matchline, see drawing TC-272)



Attachment 3: Speed Hump Locations Plan - Clonmore Drive, Fallingbrook Road - Gerrard Street East





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)

April 24, 2024

Amir Ghanbari  
Engineering Technologist Technician 1,  
Traffic Operations,  
Transportation Services  
City of Toronto

**RE: Clonmore Dr (Between Fallingbrook Rd and Gerrard St E) Speed Hump Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Clonmore Drive (Between Fallingbrook Rd and Gerrard St E) 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 5: Letter from Toronto Paramedic Services, April 25, 2024

**Amir Ghanbari**

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**From:** Atif Sharif  
**Sent:** April 25, 2024 12:26 PM  
**To:** Amir Ghanbari  
**Subject:** RE: Traffic Calming - on Clonmore Drive

Good afternoon Amir,

We have received and reviewed the proposal for installation of speed humps on Clonmore Drive between Fallingbrook Road and Gerrard Street East , with the following comments:

Clonmore Drive appears to provide access to several residential roadways which branch off the road. Traffic calming measures will potentially impact response times for residents that reside on the roadway in addition to other community members to which the roadway serves access to. It is important that the applicant understand 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.

Many Thanks,

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

