

Traffic Calming (Speed Humps) - Watson Street

Date: April 18, 2024

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.

Transportation Services is recommending the installation of speed humps on Watson Street, between Old Kingston Road and Ellesmere 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 Watson Street.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Watson Street, between Old Kingston Road and Ellesmere Road.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of nine speed humps on Watson Street, between Old Kingston Road and Ellesmere Road, generally as shown on Attachments 4 and 5, Drawing No.'s TC-266 and TC-267 dated April, 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Watson Street" from the Director, Traffic Management, Transportation Services.
3. Subject to approval of Recommendations 1 and 2 above, Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Watson Street, between Old Kingston Road and Ellesmere Road, in conjunction with the installation of speed humps.

FINANCIAL IMPACT

The estimated cost for installing nine speed humps on Watson Street is \$36,000. Funding is subject to availability and competing priorities within the Transportation Services 2024 Capital Budget.

DECISION HISTORY

On November 16, 2023, Scarborough Community Council adopted Item SC9.12, titled Road Safety on Watson Street, directing Transportation Services to investigate the feasibility of installing traffic calming measures on Watson Street. The Community Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.SC9.12>

COMMENTS

In response to the direction from Scarborough Community Council's adoption of Item SC9.12, Transportation Services investigated the feasibility of installing speed humps on Watson Street, between Old Kingston Road and Ellesmere Road.

Existing Conditions

Watson 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 8.5 metres
- The daily two-way traffic volume varies from approximately 1,600 to 1,700 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 is a sidewalk located on the west side of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Watson Street is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 4 and 5.

Study Results

As part of the assessment of the warrant criteria, two vehicle speed and volume studies were conducted on Watson Street from December 5, 2023, to December 7, 2023. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by the City Council. The study results on Watson Street are summarized in Table 1.

Table 1: Watson Street Speed and Volume Study Results

Road section	Daily Traffic Volume	85th percentile speed criteria		95th percentile speed criteria	
		Results	Warrant Requirement	Results	Warrant Requirement
Watson Street, between Old Kingston Road and Glenthorne Drive (south intersection)	1,697	48 km/h	38 km/h	53 km/h	45 km/h
Watson Street, between Glenthorne Drive (south intersection) and Ellesmere Road	1,591	49 km/h	38 km/h	54 km/h	45 km/h

Based on the study results, both sections of Watson Street 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 Watson Street.

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. Watson Street, between Old Kingston Road and Ellesmere Road, scored 62 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.

Toronto Paramedics Services responded and advised of potential delays in emergency responses but expressed support for initiatives that enhance community safety. A copy of their full response is included in Attachment 3. Toronto Police Services and Toronto Fire Services have not provided comments at the time of writing this report. Installing speed humps or 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 - Watson Street between Old Kingston Road and Glenthorne Drive (south intersection)

Attachment 2: Traffic Calming Warrant - Watson Street between Glenthorne Drive (south intersection) and Ellesmere Road

Attachment 3: Letter from Toronto Paramedic Services, dated April 8, 2024

Attachment 4: Map - Speed Hump Locations Plan on Watson Street, Drawing TC-266

Attachment 5: Map - Speed Hump Locations Plan on Watson Street, Drawing TC-267

Attachment 1: Traffic Calming Warrant - Watson Street between Old Kingston Road and Glenthorne Drive (south intersection)

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 (580 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	Yes (53 km/h)

Attachment 2: Traffic Calming Warrant - Watson Street between Glenthorne Drive (south intersection) and Ellesmere Road

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 (527 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (49 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (54 km/h)

Attachment 3: Letter from Toronto Paramedic Services, dated April 8, 2024

From: [Atif Sharif](#)
To: [Omar Omar](#)
Subject: RE: Speed humps installation - Watson Street between Old Kingston Road to Ellesmere Road
Date: April 8, 2024 8:41:32 AM
Attachments: [image002.png](#)
[image003.png](#)

Good morning Omar,

We have received and reviewed the proposal for installation of speed humps on Watson Street between Old Kingston Rd and Ellesmere Rd, with the following comments:

Watson Street appears to provide access to several residential roadways which branch off the street. 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.

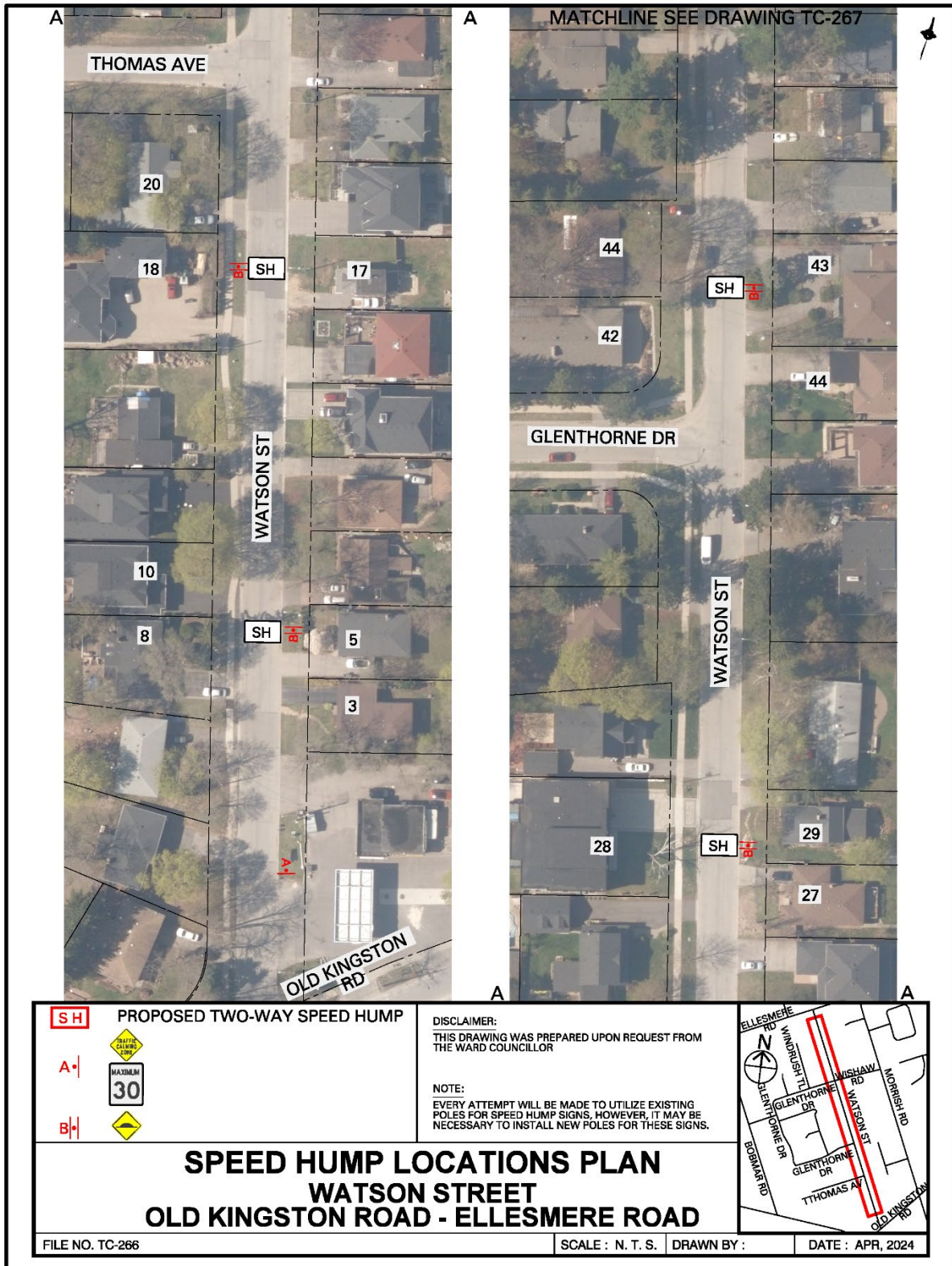
Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures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



Attachment 4: Map - Speed Hump Locations Plan on Watson Street, Drawing TC-266



Attachment 5: Map - Speed Hump Locations Plan on Watson Street, Drawing TC-267

