

Traffic Calming (Speed Humps) - Euclid Avenue

Date: November 20, 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 Euclid Avenue, between Meadowvale Road and Morrish Road. Staff's assessment indicates that the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Euclid Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Euclid Avenue, between Morrish Road and Meadowvale Road.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of 13 speed humps on Euclid Avenue, between Morrish Road and Meadowvale Road, generally as shown on Attachments 3 and 4, Drawings TC-407 and TC-408, dated November 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Euclid Avenue" 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 Euclid Avenue, between and Morrish Road and Meadowvale Road, in conjunction with the installation of speed humps.

FINANCIAL IMPACT

The estimated cost for installing 13 speed humps on Euclid Avenue is \$52,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

DECISION HISTORY

At its meeting on January 10, 2022, Scarborough Community Council adopted SC29.9, entitled "Road Safety - Euclid Avenue", which recommended Transportation Services assess vehicle speeds on Euclid Avenue and report back with findings and any proposed traffic calming measures. The Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.SC29.9>

At its meeting on June 30, 2022, Scarborough Community Council adopted SC33.37, entitled "Traffic Calming - Euclid Avenue", recommending the installation of speed humps on Euclid Avenue, subject to a favourable poll of residents. The poll was negative due to an insufficient response rate. The Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.SC33.37>

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Euclid Avenue, between Meadowvale Road and Morrish Road. The residents are concerned that motorists travel at a high rate of speed on Euclid Avenue.

Existing Conditions

Euclid Avenue is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width which varies from approximately six to seven metres
- The daily two-way traffic volume varies from approximately 2,500 to 3,000 vehicles
- The speed limit is 40 km/h. Transportation Services advises that the speed limit is planned to be reduced to 30 km/h on this street by 2026+, consistent with Item 2019.IE6.8 (Vision Zero 2.0 – Road Safety Plan Update).
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There is a sidewalk located on the south side of the street only

The land use in the area consists of detached residential single-family dwellings and Cardinal Leger Catholic School to the west of Euclid Avenue and Morrish Road. This subject section of Euclid Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 3 and 4.

Study Results

As part of the assessment of the warrant criteria, two vehicle speed and volume studies were conducted on Euclid Avenue from April 5 to 7, 2024. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by the City Council. The study results on Euclid Avenue are summarized in Table 1.

Table 1: Euclid Avenue Speed and Volume Study Results

Road section	Daily Traffic Volume	85th percentile speed criteria		95th percentile speed criteria	
		Results	Warrant Requirement	Results	Warrant Requirement
Meadowvale Road to Scarboro Avenue	3,000	49 km/h	38 km/h	55 km/h	45 km/h
Scarboro Avenue to Morrish Road	2,500	50 km/h	38 km/h	56 km/h	45 km/h

Based on the study results, both sections of Euclid Avenue, between Meadowvale Road and Morrish Road, have satisfied the warrant criteria for the 85th and 95th percentile speeds. Additionally, both blocks are over the minimum 120 metre length requirement.

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

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. Euclid Avenue, between Meadowvale Road and Morrish Road, scored 71 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 Paramedic 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 5. Toronto Police Service and Toronto Fire Services 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

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 - Euclid Avenue, between Meadowvale Road and Scarboro Avenue
- Attachment 2: Traffic Calming Warrant - Euclid Avenue, between Scarboro Avenue and Morrish Road
- Attachment 3: Speed Hump Locations Plan - Euclid Avenue, Morrish Road - Meadowvale Road (Matchline, see drawing TC-408)
- Attachment 4: Speed Hump Locations Plan - Euclid Avenue, Morrish Road - Meadowvale Road
- Attachment 5: Letter from Toronto Paramedic Services, dated October 22, 2024

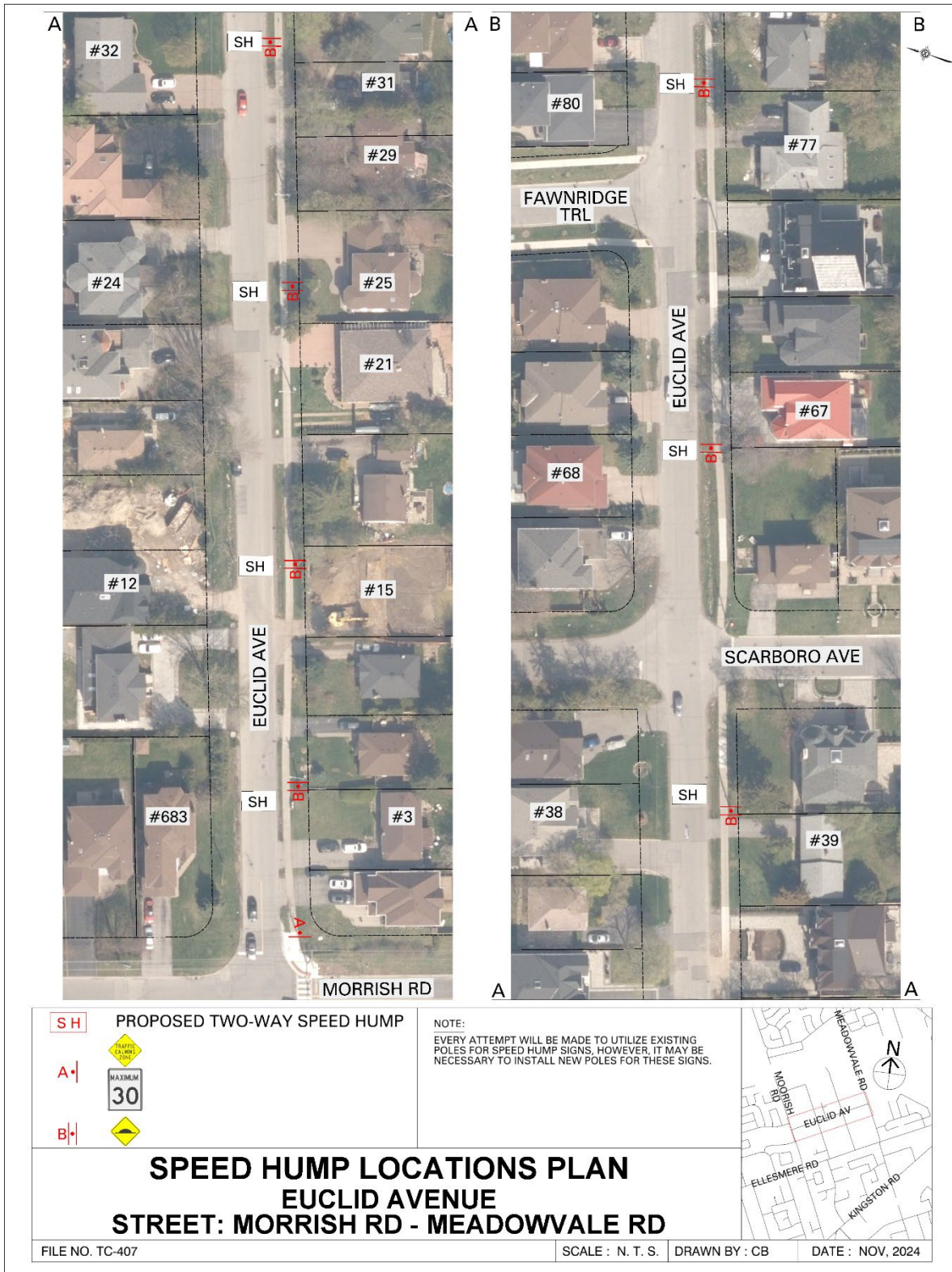
Attachment 1: Traffic Calming Warrant - Euclid Avenue, between Meadowvale Road and Scarboro Avenue

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	N/A
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 (550 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 (55 km/h)

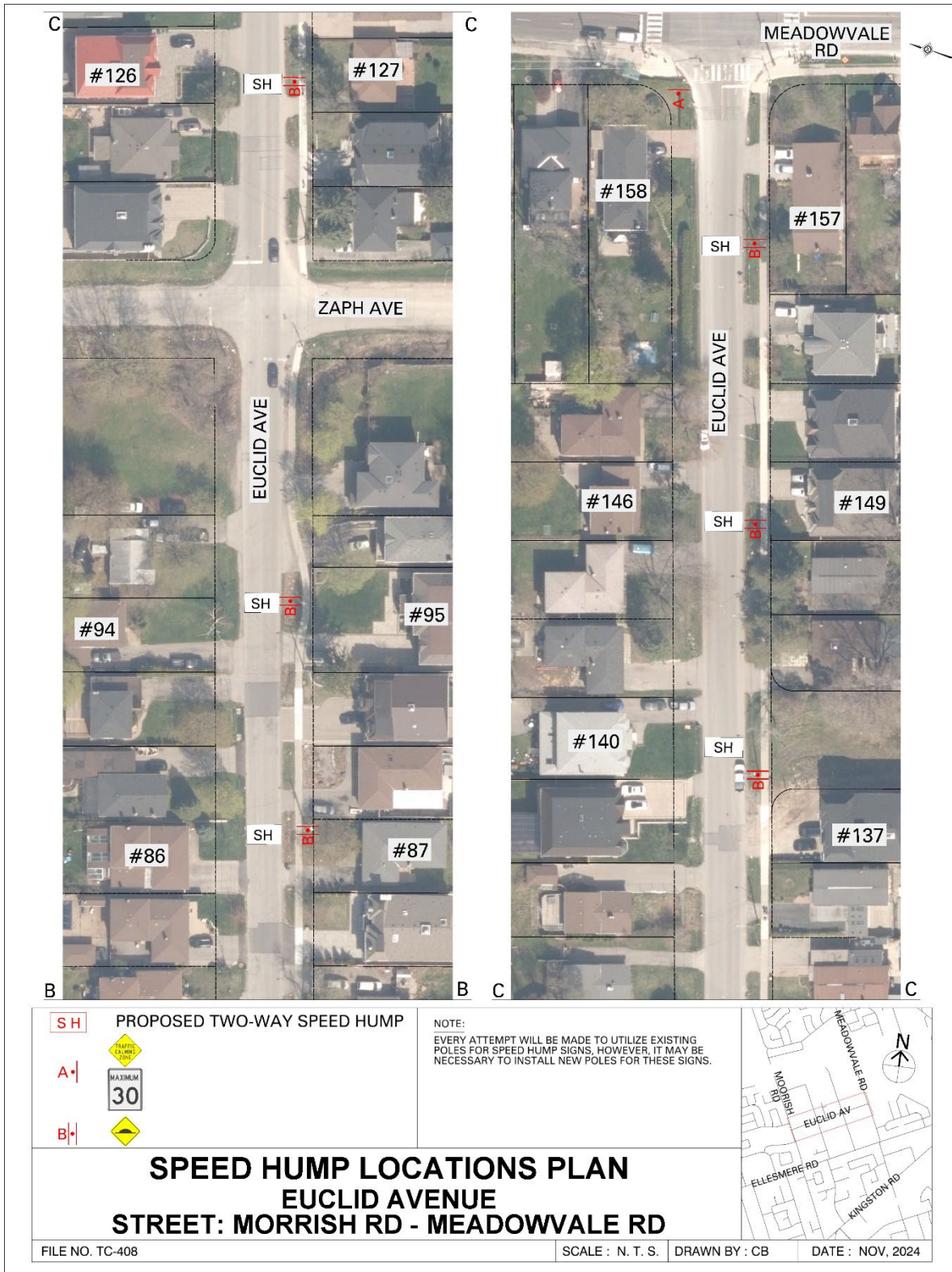
Attachment 2: Traffic Calming Warrant - Euclid Avenue, between Scarboro Avenue and Morrish Road

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
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	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	N/A
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 (270 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (50 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (56 km/h)

Attachment 3: Speed Hump Locations Plan - Euclid Avenue, Morrish Road - Meadowvale Road (Matchline, see drawing TC-408)



Attachment 4: Speed Hump Locations Plan - Euclid Avenue, Morrish Road - Meadowvale Road



Attachment 5: Letter from Toronto Paramedic Services, dated October 22, 2024

From: [EMS Planning](#)
To: [Omar Omar](#)
Cc: [Jennifer Chung](#); [Atif Sharif](#); [EMS Planning](#); [EMS Planning](#)
Subject: RE: Speed humps - Euclid Avenue between Meadowvale Road and Morrish Road
Date: October 22, 2024 1:08:10 PM

We have received and reviewed the proposal for installation of speed humps on Euclid Avenue, between Meadowvale Road and Morrish Road , with the following comments:

The installation of speed humps on Euclid Avenue, between Meadowvale Road and Morrish Road, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Euclid Avenue, between Meadowvale Road and Morrish Road 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.
