

## **Traffic Calming (Speed Humps) - Western Battery Road**

**Date:** March 13, 2024

**To:** Toronto and East York Community Council

**From:** Director, Planning, Design and Management, Transportation Services

**Wards:** Ward 10, Spadina-Fort York

### **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 Western Battery Road, between East Liberty Street and Pirandello Street. 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 Western Battery Road between East Liberty Street and Pirandello Street.

### **RECOMMENDATIONS**

---

The Director, Planning, Design and Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the installation of speed humps on Western Battery Road, between East Liberty Street and Pirandello Street.
2. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of three speed humps on Western Battery Road, between East Liberty Street and Pirandello Street, generally as shown on Attachment 2, Drawing TC-237 dated March 2024, and Attachment 3, Drawing TC-238 dated March 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Western Battery Road" from the Director, Planning, Design and Management, Transportation Services.

### **FINANCIAL IMPACT**

---

The estimated cost for installing three speed humps is \$12,000. Funding is subject to availability and competing priorities within the Transportation Services 2024 Capital Budget.

## **DECISION HISTORY**

---

On July 19, 2023, Toronto and East York Community Council adopted recommendations to amend the Zoning By-law for the development application at 61-85 Hanna Avenue and 120 Lynn Williams Street. Community Council directed City Planning and Transportation Services staff to hold a community consultation on the Liberty Village Streets Plan and Precinct Wide Parking Study work being undertaken within the Liberty Village Public Realm Strategy. The decision history can be found here:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE6.5>

On February 16, 2022, Toronto and East York Community Council adopted a report for information on the Liberty Village Public Realm and Community Services and Facilities Study. The decision history can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.TE31.50>

On July 14, 2021, City Council received a status update report on the Liberty Village Public Realm and Community Services and Facilities Study. The report requested a status report to Toronto and East York Community Council detailing preliminary findings, short-term implementation opportunities for public realm improvements, and community consultation feedback to date. The decision history can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE26.29>

On July 16, 2020, Toronto and East York Community Council adopted motion TE 16.58 with amendments, requesting the Director of Community Planning, Toronto and East York District, in consultation with CreateTO, Parks, Forestry, and Recreation, Real Estate Services, Transportation Services and other necessary civic officials, to undertake a study of public space and other City-owned properties in Liberty Village. The motion can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE16.58>

## **COMMENTS**

---

Through the Liberty Village Public Realm and Community Services and Facilities Study process, staff were requested to investigate the eligibility and feasibility of traffic calming measures on Western Battery Road between East Liberty Street and Pirandello. Area residents are concerned that motorists travel at a high rate of speed on Western Battery Road.

### **Existing Conditions**

Western Battery Road is characterized by the following conditions:

- It is a two-lane, curved, local roadway
- It operates two-way traffic on a pavement width of approximately 8.8 metres
- The daily two-way traffic volume is approximately 1,116 vehicles
- The speed limit is 30 km/h
- 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 townhouses and high-rise residential dwellings interspersed with a few small commercial businesses and a park on the south end, near East Liberty Street. This subject section of Western Battery Road is not within designated Community Safety Zone.

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

## **Study Results**

As part of the assessment of the Traffic Calming warrant criteria, a vehicle speed and volume study was conducted on Western Battery Road on April 5-7 2022.

The study results on Western Battery Road disclosed the following:

- 24-hour total vehicle volume is 1,116 vehicles
- The block length from East Liberty Street to Pirandello Street is 290 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 38 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 43 km/h

Based on the study results, Western Battery Road 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 30 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 Western Battery Road between East Liberty Street and Pirandello 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 people cycling;
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged; and
- Expected presence of vulnerable road users (seniors, , school children and pedestrians, including transit riders, and people cycling) 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. Western Battery Road, between East Liberty Street and Pirandello Street, scored 15 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 Paramedic Services or Toronto Fire Services. 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**

---

Alyssa Krantzberg, Acting Manager, Area Transportation Planning, Transportation Services  
416-392-5558, [Alyssa.Krantzberg@toronto.ca](mailto:Alyssa.Krantzberg@toronto.ca)

## **SIGNATURE**

---

Jacquelyn Hayward.  
Director, Planning, Design and Management, Transportation Services

## **ATTACHMENTS**

---

Attachment 1: Traffic Calming Warrant - Western Battery Road

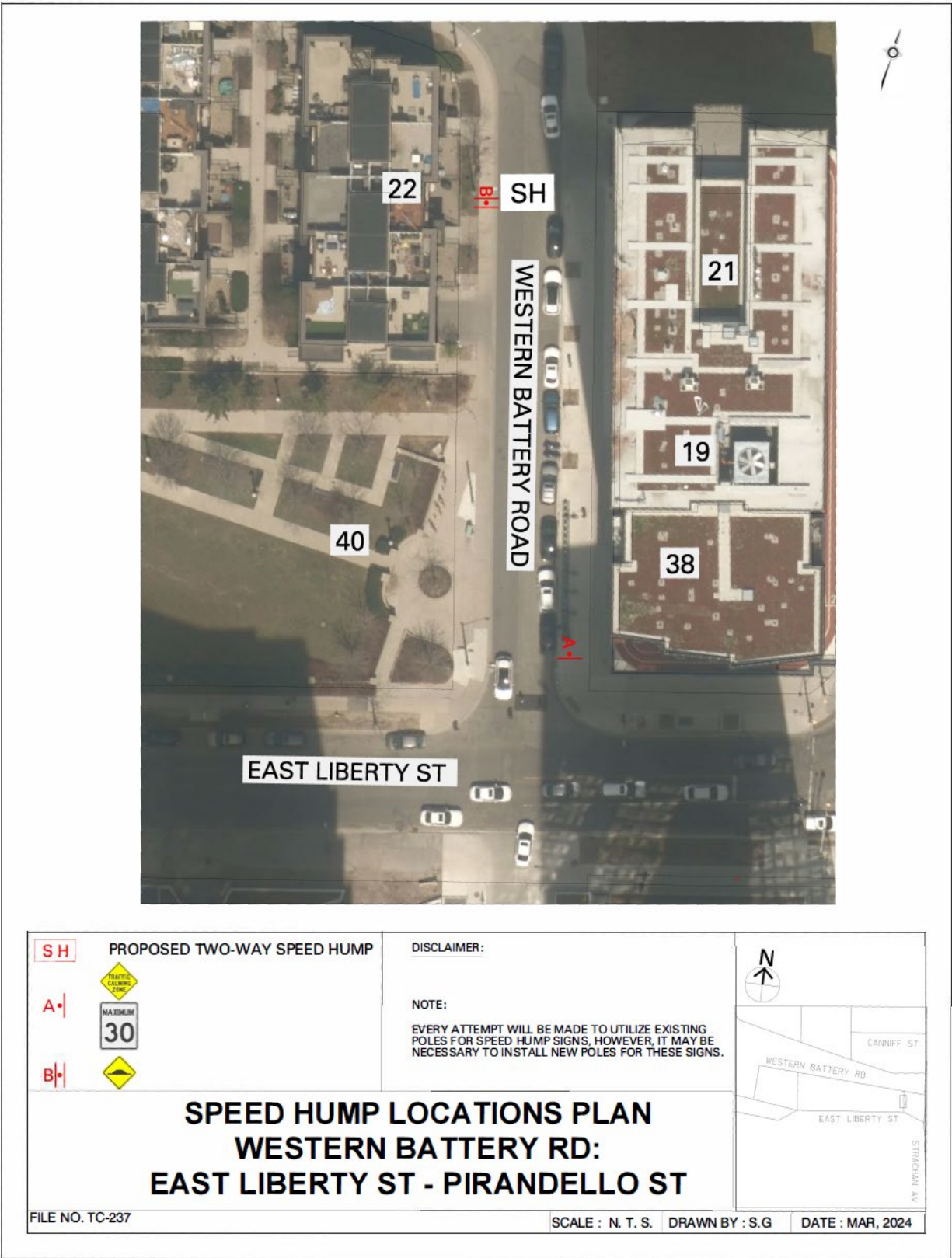
Attachment 2 - Speed Hump Location Plan - 19-22 Western Battery Road






Attachment 3 - Speed Hump Location Plan - 26-65 Western Battery Road

## Attachment 1: Traffic Calming Warrant - Western Battery 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	Yes
	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 (290m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (38 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (43 km/h)

Attachment 2 - Speed Hump Location Plan (19-22 Western Battery Road)



<p><b>SH</b></p> <p><b>A</b></p> <p><b>B</b></p>	<p><b>PROPOSED TWO-WAY SPEED HUMP</b></p>   	<p><b>DISCLAIMER:</b></p> <p><b>NOTE:</b></p> <p>EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>	 
<p><b>SPEED HUMP LOCATIONS PLAN</b></p> <p><b>WESTERN BATTERY RD:</b></p> <p><b>EAST LIBERTY ST - PIRANDELLO ST</b></p>			
<p>FILE NO. TC-237</p>		<p>SCALE : N. T. S. DRAWN BY : S.G DATE : MAR, 2024</p>	

Attachment 3 - Speed Hump Location Plan - 26-65 Western Battery Road

