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To: Councillor Justin Di Ciano, Ward 5, Etobicoke-Lakeshore

From: Bruce Clayton, Manager, Traffic Operations-Etobicoke York District

Date: July 28, 2017

Subject: **Service Request # 7901677 – Thorndale Avenue**

- **Request for Traffic Calming**

This memorandum is in response to the request from your office, on behalf of area residents, to review concerns regarding vehicular speeds on Thorndale Avenue between Kingsway Crescent and Earlington Avenue and to determine if traffic calming measures is warranted or feasible. We have now completed our studies and offer the following comments.

Context/History

Thorndale Avenue is a 6.4 metres wide two-lane road classified in the City's Road Classification System as a "Local" road. It is located in a residential community south of Dundas Street West and east of Prince Edward Drive North. The roadway is built to urban standards (curb and gutter) with a sidewalk on the south side. The speed limit on Thorndale Avenue is 40 km/h.

Data Collection/Analysis

To address concerns regarding speeding vehicles, automatic speed and volume counts were conducted on Thorndale Avenue for a 48-hour period (April 18th and 19th, 2017) between Kingsway Crescent and Earlington Avenue. The study revealed that the 85th percentile speed (the speed at or below which 85 percent of the motorists feel comfortable travelling given the prevailing traffic and roadway conditions) was 39 km/h with an average speed of 32 km/h. During our studies the instances of excessive speeding were not prevalent, as indicated in our attached *Technical Summary* document.

Application of our study data to the City of Toronto Traffic Calming Warrant reveals that traffic calming is not warranted on Thorndale Avenue as the 85th percentile speed is less than 10 km/h above the current 40 km/h speed limit and the minimum required traffic volume of 1,000 vehicles per day (on a local road) were not obtained. Please see attached *Technical Summary*.

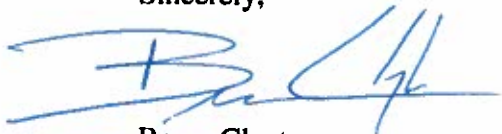
In addition to our speed studies, we reviewed the collision history on Thorndale Avenue, for a five-year period, January 1, 2012 to December 31, 2016. The Toronto Police Service collision records indicate a good safety record on this roadway with no reportable collisions over this time period.

Conclusion/Recommendations

Based on our study results, observations and the collision history, the majority traffic on Thorndale Avenue is operating in a safe and efficient manner with most motorists adhering to the 40 km/h speed limit. Based on the non-compliance of the Warrants, physical traffic calming is neither justified nor recommended at this time.

Should you have any questions, please call Mark Hargot, Supervisor of Traffic Operations, Etobicoke York District at (416) 394-8453.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Bruce Clayton', with a stylized flourish at the end.

Bruce Clayton
Manager, Traffic Operations, Etobicoke York District

BSL/bsl

att.

Service Request #7901677

c. Street Files "Thorndale Avenue"

TECHNICAL SUMMARY
Thorndale Avenue – Kingsway Crescent to Earlington Avenue

1.0 Existing Roadway Classification

Roadway	Road Classification	Typical Daily Vehicle Volume
Thorndale Avenue	Local Road	Less than 2,500 vehicles

- 40 km/h speed limit on Thorndale Avenue
- Sidewalk is present on the south side of the street

2.0 Volume and Speed Data

Speed Limit: 40 km/h

Study Location: Thorndale Avenue: between Kingsway Crescent and Earlington Avenue (near #26)

Study Date & Location	Speed Ranges – Km/h (vehicles)					24 Hour Vehicle Total	24-hr 85 th Percentile
	1 – 40	41 – 50	51 – 55	56 – 60	> 60		
Tues. April 18/ 2017	165	21	3	0	0	189	39 km/h
Wed. April 19/ 2017	145	16	2	1	1	165	39 km/h

*The 85th percentile is the speed at or below which the majority of motorists feel comfortable travelling at under the existing roadway conditions.

3.0 Toronto Police Service Collision Records

Study Location: Thorndale Avenue: Kingsway Crescent to Earlington Avenue

Five-year (January 1, 2012 – December 31, 2016) review period for which we have complete data.

No Reportable Collisions

TECHNICAL SUMMARY

Thorndale Avenue

4.0 Traffic Calming Warrant

Warrant	Criterion	Requirement	Met	Not Met
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street		✓
Impacts to adjacent streets		If significant impacts are expected on adjacent streets these streets should be included in the proposal		
Warrant 2 Safety Criteria (all three criteria must be fulfilled to satisfy warrant)	2.1 Sidewalks	Continuous sidewalks on at least one side of street (both sides for collector or higher classification) OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered	✓	
	2.2 Road Grade	Traffic calming measures must not be installed at or near locations where road grade exceeds 8%	✓	
	2.3 Emergency Response	Impacts on Emergency Services will not be significant (to be determined in consultation with Fire Ambulance and Police)		To be determined
Warrant 3 Technical Requirements	3.1 Minimum Speed	The 85 th percentile speed must be a minimum of 10km/h over the warranted speed limit and the volume warrant of 3.2 must be fulfilled (3.2 not required if 85 th percentile > 15km/h over speed limit)		✓ 39 km/h 1 km/h below the speed limit
	3.2 Traffic Volumes	<i>Local Roads</i> Traffic volume must be between 1,000 and 8,000 vehicles per day	<i>Collector Roads</i> Traffic volumes must be between 2,500 and 8,000 vehicles per day	✓ Local Road 189 Veh. Per day
	3.3 Minimum Block Length	On streets where mid-block traffic calming measures are proposed the minimum block length must exceed 120 metres	✓	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant (as determined in consultation with TTC staff)	✓	
<p>Notes: 1) The review should be conducted from one intersecting collector street to another 2) Road classification as determined by the City's Road Classification System 3) Warranted speed limit is speed limit specified in the City of Toronto 40 km/h Speed Limit Warrant 4) Block length as measured from the centre to centre of controlled intersections (from either stop signs in the direction of travel or traffic control signals)</p>				

All criteria need to be met to warrant physical traffic calming, which is not the case on Thorndale Avenue.