

Traffic Calming – Glenwood Crescent

Date: October 13, 2016
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 31, Beaches-East York

SUMMARY

This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services has reviewed the need for traffic calming on Glenwood Crescent, between O'Connor Drive and St. Columba Place, to address residents' concerns with the speed of traffic. Our assessment indicates the criteria as set out in the traffic calming policy has been satisfied for the section between O'Connor Drive and Glenwood Terrace. Therefore, traffic calming should be installed on this section of Glenwood Crescent, subject to positive results of the traffic calming poll. The assessment indicates the criteria as set out in the traffic calming policy has not been satisfied on the section between Glenwood Terrace and St. Columba Place. Therefore, traffic calming should not be installed on this section of Glenwood Crescent.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District, recommends that:

1. Toronto and East York Community Council, authorize the Acting Director of Transportation Services, Toronto and East York District, to request the City Clerk to poll eligible householders on Glenwood Crescent, between O'Connor Drive and Glenwood Terrace, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

2. Toronto and East York Community Council, subject to favourable results of the poll, request the City Solicitor prepare a by-law to alter sections of the roadway on Glenwood Crescent, between O'Connor Drive and Glenwood Terrace, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2125, dated April 2016, attached to the report entitled "Traffic Calming – Glenwood Crescent" from the Acting Director, Transportation Services, Toronto and East York District.

3. Toronto and East York Community Council, deny the installation of traffic calming on Glenwood Crescent, between Glenwood Terrace and St. Columba Place.

FINANCIAL IMPACT

The estimated cost for installing three speed humps on Glenwood Crescent, between O'Connor Drive and Glenwood Terrace, is \$9,000.00. The installation of speed humps on Glenwood Crescent would be subject to availability in Transportation Services 2017 Capital Funding estimates and competing priorities.

DECISION HISTORY

This report is a new request being presented to Toronto and East York Community Council.

COMMENTS

Existing Conditions:

Glenwood Crescent, between O'Connor Drive and St. Columba Place, is a local road that operates with two-way traffic. It has a posted speed limit of 30 km/h and a daily two-way traffic volume of about 2,000 vehicles. The pavement width on Glenwood Crescent is about 9.1 metres and there are sidewalks provided on both sides. There is no TTC service provided on Glenwood Crescent. The following controls are in place on this section of Glenwood Crescent (west to east):

- O'Connor Drive - Traffic control signals;
- Glenwood Terrace - All-way stop control;
- Stag Hill Drive - All-way stop control; and
- St. Columba Place - Stop controlled for southbound motorists, yield controlled for westbound motorists.

Analysis:

Transportation Services conducted three days of mid-block speed and volume studies on Glenwood Crescent, between O'Connor Drive and Glenwood Terrace, in March 2016, and between Glenwood Terrace and St. Columba Place, in August 2016. It should be noted that the studies are based on the warranted speed limit of 40 km/h.

The study findings were assessed against the City of Toronto's traffic calming policy and it was found that Glenwood Crescent, between O'Connor Drive and Glenwood Terrace, satisfied the installation criteria for traffic calming devices. The section of Glenwood Crescent, between Glenwood Terrace and St. Columba Place, did not satisfy the criteria. The individual results of the three blocks are summarized in the following table:

Table 1 - Traffic Calming Assessment

Portion of Glenwood Crescent	Block Length (m)	85th %tile Speed (km/h)		Daily Traffic Volume	Traffic Calming Warranted?
		East-bound	West-bound		
O'Connor Drive to Glenwood Terrace	205	51	53	1,900	Warranted
Glenwood Terrace to Stag Hill Drive	160	43	42	2,000	Not Warranted
Stag Hill Drive to St. Columba Place	200	45	44	1,900	Not Warranted

The warrants are met/not met on the following criteria:

- **Speed:** The operating speeds are required to be a minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria in this section. The section between O'Connor Drive to Glenwood Terrace met this criteria. The two sections between Glenwood Terrace and St. Columba Place did not meet this criteria; and
- **Volume:** The daily traffic volumes recorded for three sections were more than the required minimum traffic volume of 1,000 vehicles per day required for a local road.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2015 disclosed one collision on Glenwood Crescent, between O'Connor Drive and St. Columba Place. This collision could not be attributed to excessive speed.

In view of the above, the installation of traffic calming devices on Glenwood Crescent, between O'Connor Drive and St. Columba Place, is warranted for the first section but not warranted for the remaining two sections. Transportation Services supports the installation of traffic calming measures on Glenwood Crescent, between O'Connor Drive and Glenwood Terrace.

Appendices 1, 2 and 3 outline the assessment of the technical criteria in more detail.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Glenwood Crescent, between Glenwood Terrace and St. Columba Place, would also be beneficial, it may approve the following:

"That the Toronto and East York Community Council direct:

1. The Acting Director of Transportation Services, Toronto and East York District request the City Clerk to poll eligible householders on Glenwood Crescent, between Glenwood Terrace and St. Columba Place, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll, the City Solicitor prepare a by-law to alter sections of the roadway on Glenwood Crescent, between Glenwood Terrace and St. Columba Place, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2296, dated October 2016, attached to the report entitled 'Traffic Calming – Glenwood Crescent' from the Acting Director, Transportation Services, Toronto and East York District."

The estimated cost for installing five speed humps on Glenwood Crescent, between Glenwood Terrace and St. Columba Place, is \$15,000.00.

Conduct Poll

The City of Toronto's traffic calming policy stipulates that residents who would be directly affected by installing speed humps on Glenwood Crescent, between O'Connor Drive and St. Columba Place, be formally polled. A minimum response of 50 percent plus one ballot is required, of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. Should Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Glenwood Crescent, between O'Connor Drive and St. Columba Place. If the poll supports speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

Relative Priority and Other Impacts

Relative need and priority of speed hump installation is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Glenwood Crescent, between O'Connor Drive and Glenwood Terrace, scored 43 ranking points out of a possible 100. Glenwood Crescent, between Glenwood Terrace and Stag Hill Drive, scored 26 ranking points out of a possible 100. Glenwood Crescent, between Stag Hill Drive and St. Columba Place, scored 34 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would 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.

Speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles, and could result in increased response times in the event of an emergency.

Emergency Services Comments

Consultation with emergency services (Police, Fire and Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Police Services-54 Division have advised they would not be in favour of traffic calming, due to the impacts on response times. Comments have not been received from Toronto Fire Services and the Toronto Paramedic Service.

Councillor Janet Davis has been advised of the recommendations of this staff report.

CONTACT

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SIGNATURE

Dave Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

ATTACHMENTS

1. Drawing No. 421G-2125, dated April 2016
2. Drawing No. 421G-2296, dated October 2016
3. Appendix A - Table 1: Traffic Calming Warrant Criteria (O'Connor to Glenwood)
4. Appendix B - Table 2: Traffic Calming Warrant Criteria (Glenwood to Stag Hill)
5. Appendix C - Table 3: Traffic Calming Warrant Criteria (Stag Hill to St. Columba)

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