Traffic Calming – Galt Avenue

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<th>Date:</th>
<th>August 13, 2012</th>
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<td>To:</td>
<td>Toronto and East York Community Council</td>
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<td>From:</td>
<td>Acting Director, Transportation Services Toronto and East York District</td>
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<td>Wards:</td>
<td>Toronto-Danforth, Ward 30</td>
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**SUMMARY**

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

Transportation Services staff have reviewed the need for traffic calming on Galt Avenue, between Gerrard Street East and Dagmar Avenue, to address residents’ concerns with the speed of traffic. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied. Therefore, speed humps should not be installed on Galt Avenue at this time.

**RECOMMENDATIONS**

Transportation Services recommends to Toronto and East York Community Council that:

1. Traffic calming not be installed on Galt Avenue, between Gerrard Street East and Dagmar Avenue.

**Financial Impact**

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Galt Avenue, between Gerrard Street East and Dagmar Avenue, would be beneficial, the following financial impact will result:

1. The estimated cost for installing three speed humps would be $9,000.00. Funds in the Transportation Services 2012 Capital Budget for traffic calming initiative are fully allocated and the installation of speed humps on Galt Avenue would be subject to competing priorities and funding availability in 2013.
ISSUE BACKGROUND
Transportation Services staff reviewed the need for traffic calming on Galt Avenue, between Gerrard Street East and Dagmar Avenue, in response to a residents' petition for speed humps. Councillor Paula Fletcher has requested staff to submit a report on the results of this review to Toronto and East York Community Council.

COMMENTS
Galt Avenue, between Gerrard Street East and Dagmar Avenue, is a local road operating one-way southbound with a maximum speed limit of 40 km/h and a pavement width of approximately 7.3 metres. Sidewalks exist on both sides of the roadway. The TTC does not operate a service on Galt Avenue.

Analysis
Vehicle speeds and traffic volumes are the prime criteria for installing traffic calming devices. Other factors, including road width, pedestrian facilities and gradient are also considered in the assessment.

Galt Avenue, between Gerrard Street East and Dagmar Avenue, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 42 km/h is only 2 km/h over the 40 km/h speed limit. The operating speed must be a minimum of 10 km/h over the existing posted speed limit required in the traffic calming policy. Also, this section of Galt Avenue has an average daily vehicle volume of 508, less than the required minimum 1,000 vehicles per day. Accordingly, installing speed humps on Galt Avenue, between Gerrard Street East and Dagmar Avenue, is not technically warranted.

Toronto Police Service collision records indicate that there were two reported collisions on this section of Galt Avenue for the three-year period ending May 31, 2012. Speeding was not indicated as a factor in either collision.

Appendix A outlines 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 Galt Avenue, between Gerrard Street East and Dagmar Avenue, would be beneficial, it may approve the following:

1. Polling Registry Services poll eligible householders on Galt Avenue, between Gerrard Street East and Dagmar Avenue, to determine whether residents support the installation, in accordance with the City of Toronto traffic calming policy.

2. Subject to favourable results of the poll:
   a. The City Solicitor prepare a by-law to alter sections of the roadway on Galt Avenue, between Gerrard Street East and Dagmar Avenue, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-0797, dated
August 2012, attached to the report dated August 13, 2012, entitled "Traffic Calming – Galt Avenue" from the Acting Director, Transportation Services Toronto and East York District; and

b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Galt Avenue, between Gerrard Street East and Dagmar Avenue, when the speed humps are installed.

**Conduct Poll**
The City of Toronto traffic calming policy stipulates residents who would be directly affected by installing speed humps on Galt Avenue must be formally poll. 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 of the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Galt Avenue, between Gerrard Street East and Dagmar Avenue. If the poll supports speed humps, Transportation Services would schedule installation based on relative need and competing priorities.

**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. Galt Avenue, between Gerrard Street East and Dagmar Avenue, scored 9 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 Emergency Medical Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency Medical Services provided their comments in the attached letter dated July 18, 2012 (Appendix B) and they are opposed to installation of speed humps on Galt Avenue. Comments are yet to be received from the Toronto Police Service and Toronto Fire Service.

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SIGNATURE

Jacqueline White, P.Eng.
Acting Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS
(1) Drawing No. 421G-0797, August 2012
(2) Appendix A – Table 1: Traffic Calming Warrant Criteria
(3) Appendix B – July 18, 2012 letter from Toronto Emergency Medical Services