Traffic Calming - Highbourne Road

Date: May 2, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 22, St. Paul's

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 staff have reviewed the need for traffic calming on Highbourne Road, between Oxton Avenue and Kilbarry Road, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied on this roadway. Therefore, traffic calming should not be installed on the subject section of Highbourne Road.

RECOMMENDATIONS

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

1. Toronto and East York Community Council deny the installation of traffic calming on Highbourne Road, between Oxton Avenue and Kilbarry Road.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendations in this report.

DECISION HISTORY

This report addresses a new initiative.
Existing Conditions
Highbourne Road, between Oxton Avenue and Kilbarry Road, 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 500 vehicles. The pavement width on Highbourne Road is about 8.5 metres. A continuous sidewalk is present on the east side of Highbourne Road. The west side of Highbourne Road has a continuous sidewalk from Kilbarry Road to a point about 120 metres further north. There is no TTC service provided on Highbourne Road.

Analysis
Transportation Services conducted three days of mid-block speed and volume studies on Highbourne Road, between Oxton Avenue and Kilbarry Road, in January 2017. It should be noted that the study is 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 Highbourne Road, between Oxton Avenue and Kilbarry Road, does not satisfy the installation criteria for traffic calming devices. More specifically:

- The operating speed of 40 km/h is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria; and
- The daily volume of 500 vehicles is less than the required minimum traffic volume of 1,000 vehicles per day required for a local road.

Therefore, the installation of traffic calming on Highbourne Road, between Oxton Avenue and Kilbarry Road, is not warranted.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2016 did not disclose any reported collisions on the subject section of Highbourne Road attributed to speeding.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria" outlines the results of our assessment for Highbourne Road, between Oxton Avenue and Kilbarry Road.

Alternate Recommendations
If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Highbourne Road, between Oxton Avenue and Kilbarry Road, would 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 Highbourne Road, between Oxton Avenue and Kilbarry Road, 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 Highbourne Road, between Oxton Avenue and Kilbarry Road, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2487, dated May 2017, attached to the report entitled 'Traffic Calming - Highbourne Road' from the Acting Director, Transportation Services, Toronto and East York District."

The estimated cost for installing two speed humps on Highbourne Road is $6,400. The installation of speed humps on Highbourne Road would be subject to availability in Transportation Services 2018 Capital Funding and competing priorities.

**Conduct Poll**
The City of Toronto's traffic calming policy stipulates that residents who would be directly affected by installing speed humps on Highbourne Road, between Oxton Avenue and Kilbarry Road, 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 Highbourne Road, between Oxton Avenue and Kilbarry Road. 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. Highbourne Road, between Oxton Avenue and Kilbarry Road, scored 10 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 services, 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. Comments have been requested but have not yet been received from the emergency services.
Councillor Josh Matlow has been advised of the recommendation 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-2487, dated May 2017
2. Appendix A - Table 1: Traffic Calming Warrant Criteria
## Table 1: Traffic Calming Warrant Criteria

Highbourne Road, between Oxton Avenue and Kilbary Road

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Warrant 1</strong></td>
<td>Petition</td>
<td>A petition requesting traffic calming must be signed by at least 25% of households on the street. <strong>OR</strong> A direct request from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</td>
<td>Met – Petition received</td>
</tr>
<tr>
<td><strong>Impacts to Adjacent Streets</strong></td>
<td></td>
<td>No significant traffic impacts on adjacent streets</td>
<td>Met – There should be no traffic spill-over to adjacent streets</td>
</tr>
<tr>
<td><strong>Warrant 2</strong></td>
<td>Sidewalks</td>
<td>Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <strong>OR</strong> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered</td>
<td>Met – There are sidewalks present on both sides of the road</td>
</tr>
<tr>
<td></td>
<td>Road Grade</td>
<td>Road grade 5% or less <strong>OR</strong> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</td>
<td>Met – The road grade on Highbourne Road is about 4%</td>
</tr>
<tr>
<td></td>
<td>Emergency Response</td>
<td>No significant Impacts on Emergency Services - as determined in consultation with Emergency Services (Fire, Paramedic and Police) staff.</td>
<td>Comments have been requested</td>
</tr>
<tr>
<td><strong>Warrant 3</strong></td>
<td>Minimum Speed</td>
<td>85th percentile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. <strong>OR</strong> On streets where the 85th percentile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.</td>
<td>Not met – Speed studies on Highbourne Road show 85th percentile speeds of 40 km/h</td>
</tr>
<tr>
<td><strong>Technical Requirements</strong></td>
<td>Local Roads</td>
<td>Traffic volume between 1,000 Veh/day and 8,000 Veh/day</td>
<td>Not met – Local road with about 500 vehicles total daily volume</td>
</tr>
<tr>
<td></td>
<td>Collector Roads</td>
<td>Traffic volume between 2,500 Veh/day and 8,000 Veh/day</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Minimum Street Segment Length between stop controls</td>
<td>Street segment length must exceed 120 meters between stop controls (signals or stop signs)</td>
<td>Met – Highbourne Road, between Oxton Avenue and Kilbary Road, is about 185 metres in length</td>
</tr>
<tr>
<td></td>
<td>Transit Service</td>
<td>Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)</td>
<td>Met – No TTC service on Highbourne Road</td>
</tr>
</tbody>
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