Traffic Calming - Glenburn Avenue

Date: April 25, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto 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 staff have reviewed the need for traffic calming on Glenburn Avenue, between St. Clair Avenue East and Peard 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 Glenburn Avenue.

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 Glenburn Avenue, between St. Clair Avenue East and Peard 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.
COMMENTS

Existing Conditions
Glenburn Avenue, between St. Clair Avenue East and Peard 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 800 vehicles. The pavement width on Glenburn Avenue is about 9.1 metres and there are sidewalks provided on both sides. There is no TTC service provided on Glenburn Avenue.

Analysis
Transportation Services conducted three days of mid-block speed and volume studies at two locations on Glenburn Avenue, between St. Clair Avenue East and Peard Road, in January, 2017. 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 Glenburn Avenue, between St. Clair Avenue East and Peard Road, did not satisfy the criteria. The individual results of the two blocks are summarized in the following table:

Table 1 - Traffic Calming Assessment

<table>
<thead>
<tr>
<th>Portion of Glenburn Avenue</th>
<th>Block Length (m)</th>
<th>85th %tile Speed (km/h)</th>
<th>Daily traffic volume</th>
<th>Traffic Calming Warranted?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Between St. Clair Avenue East and Holmstead Avenue</td>
<td>75</td>
<td>38</td>
<td>810</td>
<td>Not Warranted</td>
</tr>
<tr>
<td>Between Holmstead Avenue and Peard Road</td>
<td>80</td>
<td>44</td>
<td>740</td>
<td>Not Warranted</td>
</tr>
</tbody>
</table>

The warrants were not met on the following criteria:

- Speed: The operating speeds of traffic recorded on both blocks were found to be less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria; and
- Volume: The daily traffic volumes recorded for the both blocks were less than the required minimum traffic volume of 1,000 vehicles per day required for a local road.

Therefore, the installation of traffic calming devices on Glenburn Avenue, between St. Clair Avenue East and Peard Road, is not warranted.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2016 disclosed no collisions on Glenburn Avenue, between St. Clair Avenue East and Peard Road.
Appendices A and B entitled "Table 1 and 2: Traffic Calming Warrant Criteria - Glenburn Avenue" outlines the results of our assessments for the two blocks.

**Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Glenburn Avenue, between St. Clair Avenue East and Peard Road, would be beneficial, it may approve the following:

"1. The Acting Director of Transportation Services, Toronto and East York District request the City Clerk to poll eligible householders on Glenburn Avenue, between St. Clair Avenue East and Peard 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 Glenburn Avenue, between St. Clair Avenue East and Peard Road, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2492, dated April 2017, attached to the report entitled 'Traffic Calming – Glenburn Avenue' from the Acting Director, Transportation Services, Toronto and East York District."

The estimated cost for installing two speed humps on Glenburn Avenue is $6,400.00. The installation of speed humps on Glenburn Avenue would be subject to availability in Transportation Services 2018 Capital Funding estimates 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 Glenburn Avenue, between St. Clair Avenue East and Peard 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 Glenburn Avenue, between St. Clair Avenue East and Peard 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. Glenburn Avenue, between St. Clair Avenue East and Peard Road, scored 4 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.
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 Paramedic Services provided their comments in the attached letter dated February 15, 2017 (Appendix C). Comments have not been received from Toronto Police Services and Toronto Fire Services.

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

CONTACT

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Toronto and East York District
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E-mail: Ann.Khan@toronto.ca

SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-2492, dated April 2017
2. Appendix A - Table 1: Traffic Calming Warrant Criteria - Glenburn Avenue, between St. Clair Avenue East and Holmstead Avenue
3. Appendix B – Table 2: Traffic Calming Warrant Criteria - Glenburn Avenue, between Holmstead Avenue and Peard Road
4. Appendix C - E-mail from Toronto Paramedic Services, dated February 15, 2017
### Table 1: Traffic Calming Warrant Criteria

Glenburn Avenue, between St Clair Avenue East and Holmstead Avenue

<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. OR A direct request from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</td>
<td>Met – Ward Councillor requested</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). OR Where there are no sidewalks, the installation of sidewalks 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 OR Between 5% and 9% road grade may be considered. Investigation must determine installation to be safe.</td>
<td>Met – The road grade on Glenburn Avenue is less than 5%</td>
</tr>
<tr>
<td></td>
<td>Emergency Response</td>
<td>No significant impacts on Emergency Services - as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff</td>
<td>Comments have been requested</td>
</tr>
<tr>
<td><strong>Warrant 3</strong></td>
<td>Minimum Speed</td>
<td>85th %ile 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. OR On streets where the 85th %ile 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 Glenburn Avenue show 85th percentile speeds of 39 km/h between St Clair Avenue East and Holmstead Avenue.</td>
</tr>
<tr>
<td><strong>Technical Requirements</strong></td>
<td>Minimum Speed</td>
<td>Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day</td>
<td>No met – Local road with approximately 808 vehicles total daily volume from St Clair Avenue East to Holmstead Avenue.</td>
</tr>
<tr>
<td></td>
<td>Street segment must exceed 120 metres between stop controls</td>
<td>Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day</td>
<td>Met – Glenburn Avenue, between St Clair Avenue East and Portival Road, is about 340 metres in length</td>
</tr>
<tr>
<td></td>
<td>Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)</td>
<td></td>
<td>Met – No TTC service on Glenburn Avenue</td>
</tr>
</tbody>
</table>
# Appendix B

## Table 2: Traffic Calming Warrant Criteria

Glenburn Avenue, between Holmestead Avenue and Pear Road

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warrant 1 Petition</td>
<td>1.1 Petition</td>
<td>A petition requesting traffic calming must be signed by at least 25% of households on the street. OR A direct request from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</td>
<td>Met - Ward Councillor requested</td>
</tr>
<tr>
<td>Impacts to Adjacent Streets</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>Warrant 2 Sidewalks Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)</td>
<td>2.1 Sidewalks</td>
<td>Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). OR 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>2.2 Road Grade</td>
<td>Road grade 5% or less OR Between 5% and 8% road grade may be considered. Investigations must determine installation to be safe.</td>
<td>Met - The road grade on Glenburn Avenue is less than 5%</td>
</tr>
<tr>
<td></td>
<td>2.3 Emergency Response</td>
<td>No significant Impacts on Emergency Services - as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.</td>
<td>Comments have been requested</td>
</tr>
<tr>
<td>Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)</td>
<td>3.1 Minimum Speed</td>
<td>85th percentile speed is a minimum of 10 km/h (but last 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.3 must be fulfilled. OR 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 Glenburn Avenue show 85th percentile speeds of 44 km/h between Holmestead Avenue and Pear Road.</td>
</tr>
<tr>
<td></td>
<td>3.2 Min. and Max. traffic Volume</td>
<td>Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day</td>
<td>No met - Local road with approximately 740 vehicles total daily volume from Holmestead Avenue to Pear Road.</td>
</tr>
<tr>
<td></td>
<td>3.3 Minimum Street Segment Length between stop controls</td>
<td>Street segment length must exceed 120 metres between stop controls (signals or stop signs).</td>
<td>Met - Glenburn Avenue, between St Clair Avenue East and Fumival Road, is about 340 metres in length</td>
</tr>
<tr>
<td></td>
<td>3.4 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 Glenburn Avenue</td>
</tr>
</tbody>
</table>
February 15, 2007

Arshad Nazir
Transportation Services, Traffic Operations
City of Toronto
55 John Street,
17th Floor, Metro Hall, Toronto, ON M5V 3G6

Re: Traffic Calming Measures – Glenburn Avenue, between St Clair Avenue East and Peard Road– Evaluation for the installation of traffic calming measures (i.e. Speed Humps).

Dear Mr. Nazir,

I have received and reviewed the proposal for installation of speed humps on Glenburn Avenue, between St Clair Avenue East and Peard Road. I have the following comments:

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighborhood and we endeavor to support the wishes of the community to implement measures to improve upon these components.

As documented in the Traffic Calming Policy, Toronto Paramedic Services has concerns regarding the usage of traffic calming measures, specifically vertical obstacle measures such as speed humps. These have a negative impact on emergency call response times, travel times to hospital and on patient comfort during transport. This delay is cumulative with each obstacle and can directly impact patient outcome.

In addition to concern for patient outcome and safety it is noted that this proposal does not meet the Warrant Criteria as set out in the Policy. Therefore, Toronto Paramedic Services is opposed to the installation of traffic calming devices on Glenburn Avenue, between St Clair Avenue East and Peard Road. It is important that the applicant fully understands the potential for delay in emergency response and that alternatives to vertical measures be considered and evaluated.

Yours truly,

Dawn Ainsworth
Superintendent, Toronto Paramedic Services
Planning, Special Events & Emergency Management