

Traffic Calming (Speed Humps) - Gardens Crescent

Date: July 31, 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, specifically speed humps, on Gardens Crescent, between Westview Boulevard and Selwyn Avenue, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied. Therefore, traffic calming should not be installed on the subject section of Gardens Crescent.

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 (speed humps) on Gardens Crescent, between Westview Boulevard and Selwyn Avenue.

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

Gardens Crescent, between Selwyn Avenue and Westview Boulevard, 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 460 vehicles. The pavement width on Gardens Crescent is about 9.1 metres and there are sidewalks provided on both sides. There is no TTC service provided on Gardens Crescent, between Selwyn Avenue and Westview Boulevard.

Analysis

Transportation Services conducted three days of mid-block speed and volume studies on Gardens Crescent, between Selwyn Avenue and Westview Boulevard, in March 2017.

The study findings were assessed against the City of Toronto's traffic calming policy and it was found that Gardens Crescent, between Selwyn Avenue and Westview Boulevard, did not satisfy the criteria. More specifically:

- The operating speed of 46 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 460 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 Gardens Crescent, between Selwyn Avenue and Westview Boulevard, 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 Garden Crescent attributed to speeding.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria – Gardens Crescent" outlines the results of our assessment.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Gardens Crescent, between Selwyn Avenue and Westview Boulevard, 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 Gardens Crescent, between Selwyn Avenue and Westview Boulevard, 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 Gardens Crescent, between Selwyn Avenue and Westview Boulevard, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2319, dated July, 2017, attached to the report entitled 'Traffic Calming – Gardens Crescent' from the Acting Director, Transportation Services, Toronto and East York District."

The estimated cost for installing three speed humps on Gardens Crescent is \$9,600.00. The installation of speed humps on Gardens Crescent 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 Gardens Crescent, between Westview Boulevard and Selwyn Avenue, 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 Gardens Crescent, between Westview Boulevard and Selwyn Avenue. 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. Gardens Crescent, between Selwyn Avenue and Westview Boulevard, scored 14 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 Paramedic Services provided their comments in the attached

letter dated July 18, 2017 (Appendix B). 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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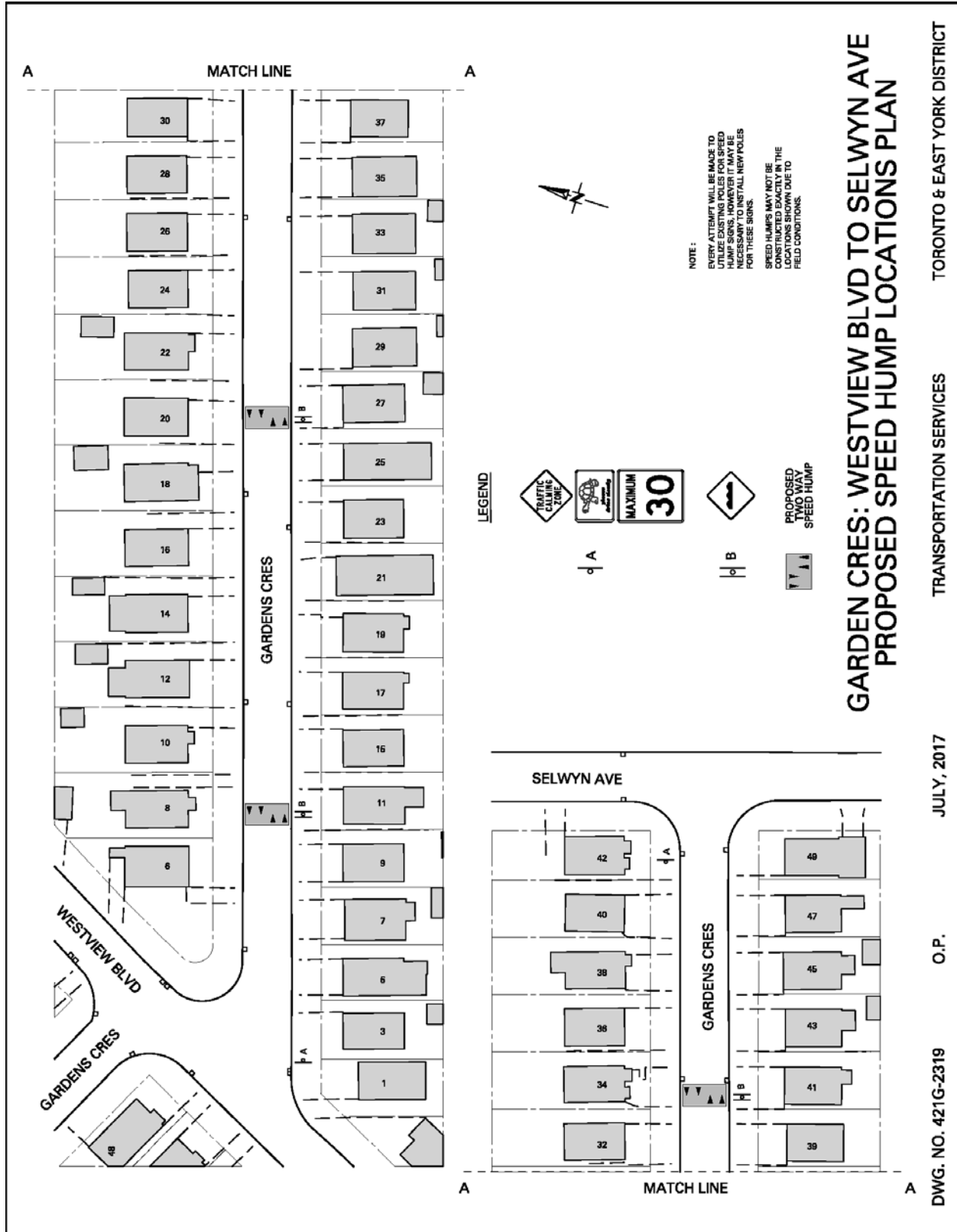
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Dave Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

ATTACHMENTS

1. Drawing No. 421G - 2319, dated July 2017
2. Appendix A - Table 1: Traffic Calming Warrant Criteria (Gardens Crescent, between Westview Boulevard and Selwyn Avenue)
3. Appendix B – Letter from Toronto Paramedic Services, dated July 18, 2017

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Appendix A:

Table 1: Traffic Calming Warrant Criteria

Gardens Crescent, between Selwyn Avenue and Westview Boulevard

Warrant	Criterion	Requirement	Met/Not Met
Warrant 1 Petition	1.1 Petition	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.	Met – Petition received
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – There should be no traffic spill-over to adjacent streets
Warrant 2 Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)	2.1 Sidewalks	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	Met – There are sidewalks present on both sides of the road
	2.2 Road Grade	Road grade 5% or less OR Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Met – The road grade on Gardens Crescent is less than 5%
	2.3 Emergency Response	No significant Impacts on Emergency Services - as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	Comments have been requested
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th %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 85 th %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.	Not met – Speed studies on Gardens Crescent show 85 th percentile speeds of 46 km/h, between Selwyn Avenue and Westview Boulevard.
	3.2 Min. and Max. traffic Volume	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
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Met – Gardens Crescent, between Selwyn Avenue and Westview Boulevard, is about 250 metres in length
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	Met – No TTC service on Garden Crescent.

Appendix B:



Gord McEachen, Acting Chief

Toronto Paramedic Services
Program Development & Service Quality
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Dawn Ainsworth
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July 18, 2017

Mr. Arshad Nazir
Transportation Services, Traffic Operations
City of Toronto
55 John Street
17th Floor, Metro Hall,
Toronto, ON, M5V 3C6

Re: Traffic Calming Measures – on Gardens Crescent between Selwyn Avenue and Westview Avenue – 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 Gardens Crescent between Selwyn Avenue and Westview Avenue. 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 Gardens Crescent between Selwyn Avenue and Westview Avenue. 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,

A handwritten signature in blue ink, appearing to read "Dawn Ainsworth", written over a horizontal line.

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

