Traffic Calming (Speed Humps) - Old Park Road

Date: October 24, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 21, 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 staff have reviewed the need for traffic calming, specifically speed humps, on Old Park Road, between Elm Ridge Circle and Ridge Hill Drive, 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 Old Park Road, between Elm Ridge Circle and Ridge Hill Drive.

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) measures on Old Park Road, between Elm Ridge Circle and Ridge Hill Drive.

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.
Old Park Road, between Elm Ridge Circle and Ridge Hill Drive, is a collector road consisting of one five-metre wide northbound lane and one five-metre wide southbound lane, separated by a landscaped centre median. The posted maximum speed limit is 40 km/h. West Preparatory Junior Public School is located on the west side of the street and the Kay Gardner Beltline Park intersects Old Park Road, approximately 15 metres south of Elm Ridge Circle. There is no scheduled TTC service on this section of Old Park Road.

Transportation Services conducted a mid-block speed and volume study on Old Park Road over a three-day mid-week period in June 2017. The study found the vehicular operating speed to be 39 km/h and the average daily traffic volume to be approximately 2900 vehicles. The operating speed, also known as the 85th percentile speed, is the speed at which 85 per cent of vehicles travel at or below. The study findings were assessed against the City of Toronto's traffic calming policy and it was found that Old Park Road does not satisfy the installation criteria for traffic calming devices with respect to the operating speed. The operating speed must be at least 10 km/h over a warranted 40 km/h speed limit. Also, the minimum street segment length between stop controls is less than 120 metres.

A review of Toronto Police Service collision records for a three-year period ending May 31, 2017 did not find any reported collisions on the subject section of Old Park Road attributed to speeding.

In view of the above, the installation of traffic calming devices (speed humps) on Old Park Road, between Elm Ridge Circle and Ridge Hill Drive, is not supported. The attached technical summaries entitled “Appendix A Table 1: Traffic Calming Warrant Criteria – Old Park Road” 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 Old Park Road, between Elm Ridge Circle and Ridge Hill Drive, 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 Old Park Road, between Elm Ridge Circle and Ridge Hill Drive, 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 Old Park Road, between Elm Ridge Circle and Ridge Hill Drive, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2720, dated October, 2017, attached to the report entitled 'Traffic Calming – Old Park Road'.

Traffic Calming - Old Park Rd.
The estimated cost for installing four speed humps on Old Park Road is $12,800.00. The installation of speed humps on Old Park 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 Old Park Road, between Elm Ridge Circle and Ridge Hill Drive, 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 Old Park Road, between Elm Ridge Circle and Ridge Hill Drive. 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. Old Park Road, between Elm Ridge Circle and Ridge Hill Drive, scored 21 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 August 29, 2017 (Appendix B). Fire Services provided their comments in the attached letter dated October 5, 2017 (Appendix C). Comments have not been received from Toronto Police Service.
Councillor Mihevc 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-2720, dated October 2017
2. Appendix A - Table 1: Traffic Calming Warrant Criteria (Old Park Road)
3. Appendix B - Toronto Paramedic Services letter dated August 29, 2017
4. Appendix C - Toronto Fire Services letter dated October 5, 2017
# APPENDIX A

## Table 1: Traffic Calming Warrant Criteria

Old Park Road, between Elm Ridge Circle and Ridge Hill Drive

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
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<tbody>
<tr>
<td><strong>Warrant 1</strong>&lt;br&gt;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.&lt;br&gt;<strong>OR</strong>&lt;br&gt;A direct request for the Ward Councillor.&lt;br&gt;Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</td>
<td>Met – request received from Councillor</td>
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<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 minimal traffic spillover to adjacent streets, which should have minimal operational impacts.</td>
</tr>
<tr>
<td><strong>Warrant 2</strong>&lt;br&gt;Safety Requirements&lt;br&gt;(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).&lt;br&gt;<strong>OR</strong>&lt;br&gt;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 – continuous sidewalk on both sides of Old Park Road</td>
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<td></td>
<td>2.2 Road Grade</td>
<td>Road grade 5% or less&lt;br&gt;<strong>OR</strong>&lt;br&gt;Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</td>
<td>Met – road grade of Old Park Road is less than 5%</td>
</tr>
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<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>To be determined</td>
</tr>
<tr>
<td><strong>Warrant 3</strong>&lt;br&gt;Technical Requirements&lt;br&gt;(all four criteria must be fulfilled to satisfy this warrant)</td>
<td>3.1 Minimum Speed</td>
<td>85th %ile speed is a minimum of 10 km/h (but less than 15 km/h) over a warrant-40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled.&lt;br&gt;<strong>OR</strong>&lt;br&gt;On streets where the 85th %ile speed exceeds the warranted 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 show 85th %ile as 39 km/h (June 2017)</td>
</tr>
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<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&lt;br&gt;Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day</td>
<td>Met – collector road with 3,000 veh/day (June 2017)</td>
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<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>NOT MET – segment lengths between all-way stop controls, 73 metres and 93 metres</td>
</tr>
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<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</td>
</tr>
</tbody>
</table>
August 29, 2017

Brian Holditch
Traffic Operations
Transportation Services

Re: Traffic Calming Measures – on Old Park Road, between Elm Ridge Circle and Ridge Hill Drive – Evaluation for the installation of traffic calming measures (i.e. Speed Humps).

Dear Mr. Holditch,

I have received and reviewed the proposal for installation of speed humps on Old Park Road, between Elm Ridge Circle and Ridge Hill Drive. 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 Old Park Road, between Elm Ridge Circle and Ridge Hill Drive. 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
October 5, 2017

Brian Holditch
Traffic Operations
Transportation Services

RE: Old Park Road, between Elm Ridge Circle and Ridge Hill Drive - Evaluation for installation of traffic calming devices.

I am in receipt of the proposal for installation of traffic calming measures (speed humps) and provide the following comments.

Fire Services does not support this proposed speed hump installation as it will slow our responding vehicles and affect the delivery of service in the quickest possible manner. The effectiveness of our services is greatly impacted by time. The vertical restrictions imposed by a speed hump have a much greater effect on large fire vehicles than smaller passenger vehicles. Response time increase with every obstacle a fire vehicle encounters on route to an emergency incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time.

It is imperative that the individuals directly affected by this installation be made fully aware of the potential negative effects of the proposed calming device. Careful consideration must be given to accepting delays of emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic.

Fire Services recommends that non-physical measures (lower speed limits or prohibited turns) be implemented and evaluated before physical forms are considered. Desired results may be obtained without imposing a physical obstruction to emergency vehicles.

Regards,

Terry Bruining
Captain, Emergency Management
Toronto Fire Services