TORONTO

REPORT FOR ACTION

Traffic Calming (Speed Humps) - Pendrith Street

Date: November 23, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 19, Trinity-Spadina

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 Pendrith Street, between Shaw Street and Christie Street, 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 Pendrith Street.

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 Pendrith Street, between Shaw Street and Christie Street.

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

Pendrith Street, between Shaw Street and Christie Street, is a local road that operates one-way in the eastbound direction. It has a posted speed limit of 30 km/h and a daily one-way traffic volume of about 530 vehicles. The pavement width on Pendrith Street is about 7.4 metres and there are sidewalks provided on both sides. Heavy trucks are prohibited on Pendrith Street at all times and there is no TTC service provided.

Analysis

Transportation Services recently conducted mid-block speed and volume studies on Pendrith Street, between Shaw Street and Christie Street, over three days during the mid-week. The studies found the vehicular operating speeds to be about 44 km/h. 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 Pendrith Street does not satisfy the installation criteria for traffic calming devices. More specifically:

- The operating speed of 44 km/h is under the required minimum of 10 km/h over the warranted speed limit (40 km/h for a local road); and
- The daily volume of 527 vehicles is less than the required minimum of 1,000 vehicles per day.

Therefore, the installation of traffic calming on Pendrith Street, between Shaw Street and Christie Street, is not warranted.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2016 did not find any reported collisions on Pendrith Street attributed to speeding.

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 Pendrith Street, between Shaw Street and Christie Street, 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 Pendrith Street, between Shaw Street and Christie Street, 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 Pendrith Street, between Shaw Street and Christie Street, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2789, dated December 2017, attached to the report entitled 'Traffic Calming (Speed Humps) - Pendrith Street' from the Acting Director, Transportation Services, Toronto and East York District.

The estimated cost for installing five speed humps on Pendrith Street is $20,000.00. The installation of speed humps on Pendrith Street would be subject to availability in Transportation Services' 2018 Capital Funding and competing priorities.

Conduct Poll

The City of Toronto traffic calming policy stipulates residents who would be directly affected by installing speed humps on Pendrith Street, between Shaw Street and Christie Street, must be formally polled. A minimum response of 50 percent plus one ballot is required, of these, at least 60 percent must be in favour of 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 Pendrith Street, between Shaw Street and Christie Street. 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. Pendrith Street, between Shaw Street and Christie Street, scored 17 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 in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Paramedic Services have provided their comments in the attached letter dated November 2, 2017 (Appendix B). Toronto Fire Services have provided their comments in the attached letter dated November 22, 2017 (Appendix C). Comments have not been received from Toronto Police Service.

Councillor Mike Layton 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-2789, dated December 2017
2. Appendix A - Traffic Calming Warrant Criteria
3. Appendix B - Letter from Toronto Paramedic Services, dated November 2, 2017
4. Appendix C - Letter from Toronto Fire Services, dated November 22, 2017

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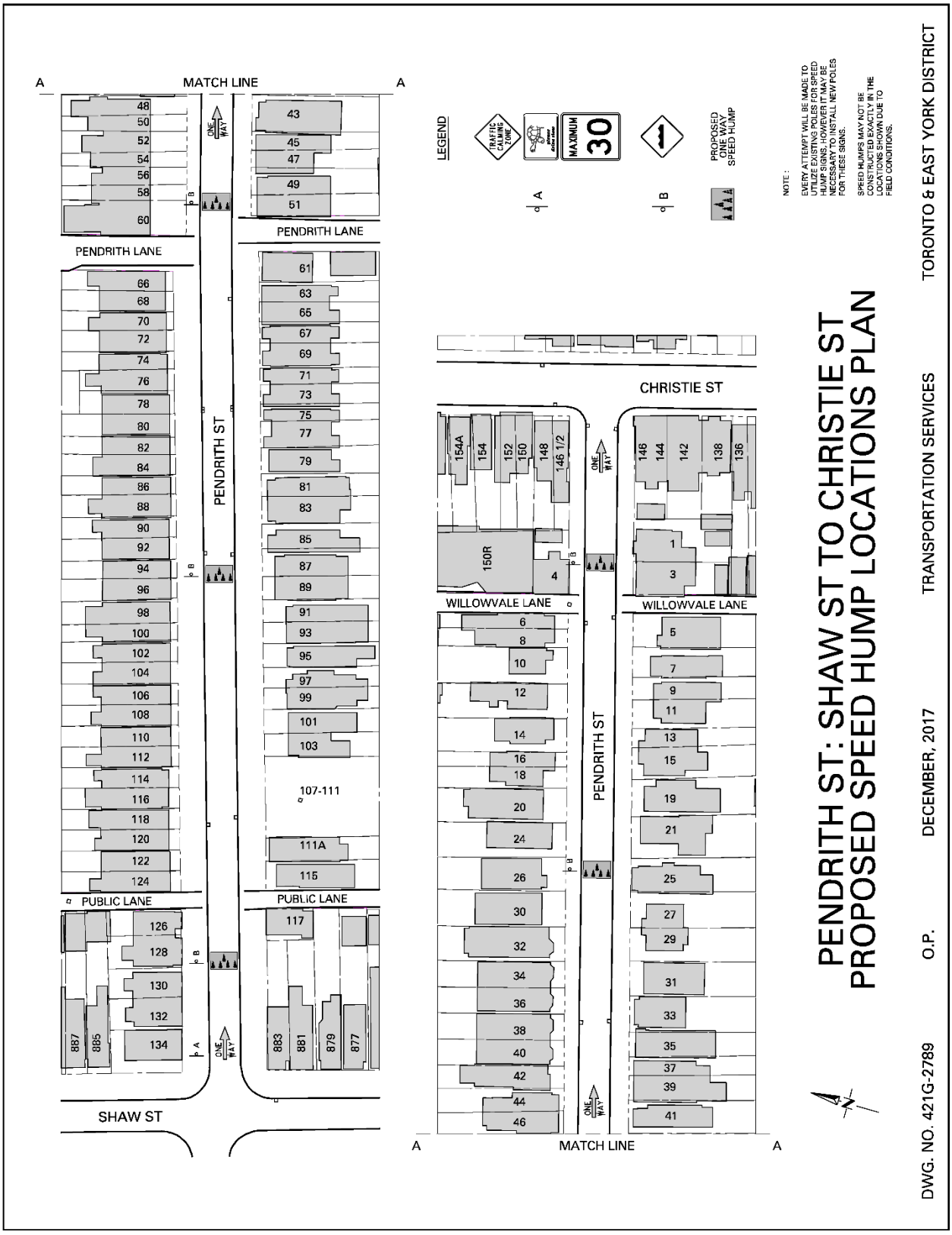
PENDRITH ST: SHAW ST TO CHRISTIE ST
PROPOSED SPEED HUMP LOCATIONS PLAN
TORONTO & EAST YORK DISTRICT
TRANSPORTATION SERVICES
DECEMBER, 2017
O.P.
DWG. NO. 421G-2789
LEGEND
TRAFFIC CALMING ZONE
MAXIMUM 30
PROPOSED ONE WAY SPEED HUMP
NOTE :
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS. HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.
SPEED HUMPS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS.
MATCH LINE
PENDRITH ST
PENDRITH LANE
PUBLIC LANE
SHAW ST
CHRISTIE ST
WILLOWVALE LANE
ONE WAY

Appendix 'A' - Traffic Calming Warrant Criteria

Pendrith Street, between Shaw Street and Christie Street

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** – Direct request received from Ward Councillor's office and a petition requesting traffic calming, signed by at least 25% of households on the street
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 is sidewalk 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 Pendrith Street 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	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.	**Not Met** – Speed studies show 85th percentile speed of 44 km/h in the eastbound direction on Pendrith Street, between Shaw Street and Christie Street.
	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	**Not Met** – Pendrith Street is a local road with approximately 527 vehicles total daily, between Shaw Street and Christie Street.
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	**Met** – Pendrith Street, between Shaw Street and Christie Street is about 400 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

TORONTO

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

Gord McEachen, Acting Chief

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November 2, 2017

Rick Bartel
Transportation Technologist
City of Toronto
Toronto and East York District, West Area
Transportation Services

Re: Traffic Calming Measures – on Pendrith Street, between Shaw Street and Christie Street – Evaluation for the installation of traffic calming measures (i.e. Speed Humps).

Dear Mr. Bartel,

I have received and reviewed the proposal for installation of speed humps on Pendrith Street, between Shaw Street and Christie Street. 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 Pendrith Street, between Shaw Street and Christie Street. 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

311 toronto at your service

TORONTO

Emergency Management
Health and Safety

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Deputy City Manager

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November 22, 2017

Rick Bartel
Transportation Technologist
Toronto and East York, West Area
Transportation Services

RE: Pendrith Street, between Shaw Street and Christie Street - 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 the proposed speed hump installation as they may slow our responding vehicles and affect delivery of service in the quickest possible manner. Effectiveness of our services can be greatly impacted by time. The vertical restrictions imposed by a speed hump have a much greater impact on larger fire vehicles than smaller passenger vehicles. Response time increase with every obstacle a fire vehicle encounters on route to any 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 obtainable without imposing a physical obstruction to emergency vehicles.

Regards,

Terry Bruining
Emergency Planning
Toronto Fire Services