

Traffic Calming (Speed Humps) - Hillsdale Avenue East

Date: January 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, specifically speed humps, on Hillsdale Avenue East, between Cleveland Street and Bayview 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 Hillsdale Avenue East.

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 Hillsdale Avenue East, between Cleveland Street and Bayview 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

Hillsdale Avenue East, between Cleveland Street and Bayview Avenue, 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 2,035 vehicles. The pavement width on Hillsdale Avenue East is about 8.5 metres and there are sidewalks provided on both sides. Heavy vehicles are prohibited at all times and there is no TTC service provided on Hillsdale Avenue East.

Analysis

Transportation Services conducted three days of mid-block speed and volume studies on Hillsdale Avenue East, between Cleveland Street and Bayview Avenue, in November 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 Hillsdale Avenue East, between Cleveland Street and Bayview Avenue, does not satisfy the installation criteria for traffic calming devices.

The warrant was not met based on the following criteria:

- Speed: The operating speeds 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.

Therefore, the installation of traffic calming on Hillsdale Avenue East, between Cleveland Street and Bayview Avenue, is not warranted.

A review of Toronto Police Services collision records for a three-year period ending October 31, 2017 did not disclose any reported collisions on the subject section of Hillsdale Avenue East attributed to speeding.

Appendix A entitled "Traffic Calming Warrant Criteria" outlines the results of our assessment for Hillsdale Avenue East, between Cleveland Street and Bayview Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Hillsdale Avenue East, between Cleveland Street and Bayview Avenue, 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 Hillsdale Avenue East, between Cleveland Street and Bayview Avenue, 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 Hillsdale Avenue East, between Cleveland Street and Bayview Avenue, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2796, dated December 2017, attached to the report entitled 'Traffic Calming (Speed Humps) - Hillsdale Avenue East', from the Acting Director, Transportation Services, Toronto and East York District."

The estimated cost for installing three speed humps on Hillsdale Avenue East is \$12,000. The installation of speed humps on Hillsdale Avenue East 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 Hillsdale Avenue East, between Cleveland Street and Bayview 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 Hillsdale Avenue East, between Cleveland Street and Bayview 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. Hillsdale Avenue East, between Cleveland Street and Bayview Avenue, scored 20 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. Toronto Paramedic Services provided their comments in the attached letter, dated December 4, 2017 (Appendix B). Toronto Fire Services provided their comments in the attached letter, dated December 4, 2017 (Appendix C). Comments have not yet been received from Toronto Police Services.

Councillor Josh Matlow has been advised of the recommendation in this staff report.

CONTACT

Bruce Clayton
Manager, Traffic Operations
Toronto and East York District
Transportation Services
Telephone: (416) 397-5021
Fax: (416) 392-1920
E-mail: Bruce.Clayton@toronto.ca

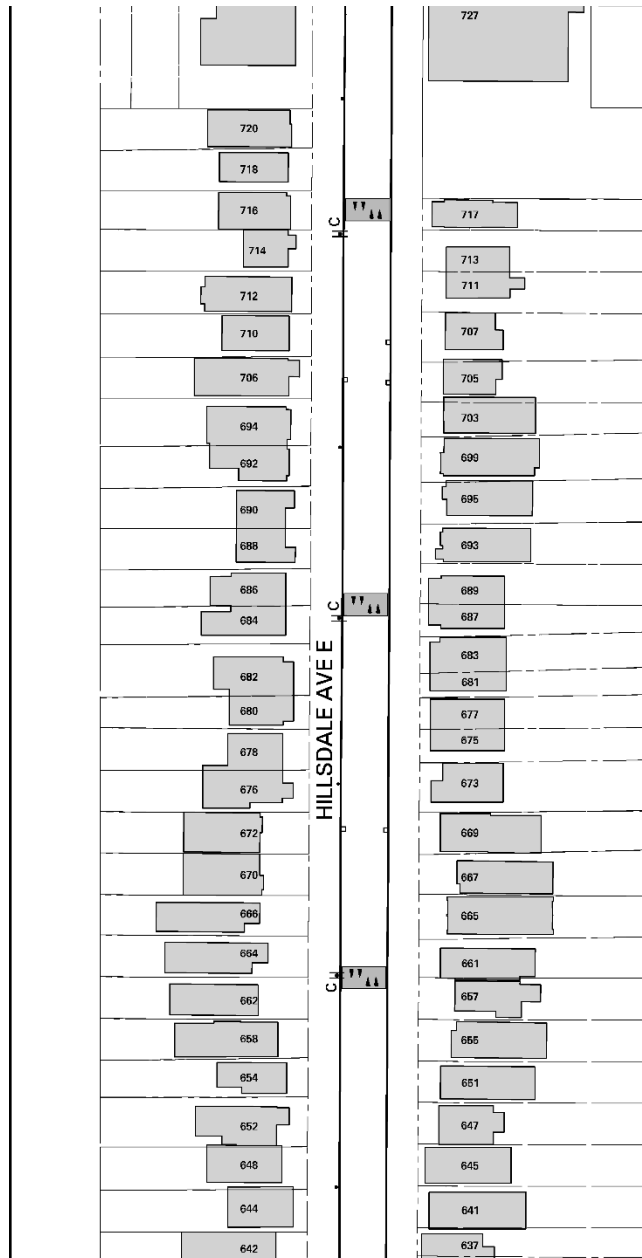
SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-2796, dated December 2017
2. Appendix A - Traffic Calming Warrant Criteria
3. Appendix B - Letter from Toronto Paramedic Services, dated December 4, 2017
4. Appendix C - Letter from Toronto Fire Services, dated December 4, 2017

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LEGEND



PROPOSED
TWO WAY
SPEED HUMPS

NOTE:

EVERY ATTEMPT WILL BE MADE TO UTILIZE
POLES FOR SPEED HUMP SIGNS, HOWEVER
NECESSARY TO INSTALL NEW POLES FOR

SPEED HUMPS MAY NOT BE CONSTRUCTED
AT THE LOCATIONS SHOWN DUE TO FIELD C

**HILLSDALE AVE E
FROM CLEVELAND ST TO BAYVIEW AVE
PROPOSED SPEED HUMP LOCATIONS PLAN**

Traffic Calming Warrant Criteria

Hillsdale Avenue East between Cleveland Street and Bayview Avenue

Warrant	Criterion	Requirement	Met/Not Met				
Warrant 1 Petition	1.1 Petition	<p>A petition requesting traffic calming must be signed by at least 25% of households on the street.</p> <p style="text-align: center;">OR</p> <p>A direct request from the Ward Councillor.</p> <p>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</p>	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	2.1 Sidewalks	<p>Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification).</p> <p style="text-align: center;">OR</p> <p>Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered.</p>	Met – There are sidewalks present on both sides of the road				
Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)	2.2 Road Grade	<p>Road grade 5% or less</p> <p style="text-align: center;">OR</p> <p>Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</p>	Met – The road grade on Hillsdale Avenue East 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 requested from Toronto Police, Fire and Paramedic Services				
Warrant 3	3.1 Minimum Speed	<p>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.</p> <p style="text-align: center;">OR</p> <p>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.</p>	Not Met – Speed studies on Hillsdale Avenue East show 85 th percentile speeds of 46 km/h				
Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.2 Min. and Max. traffic Volume	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">Local Roads</th> <th style="width: 50%;">Collector Roads</th> </tr> </thead> <tbody> <tr> <td>Traffic volume between 1,000 Veh/day and 8,000 Veh/day</td> <td>Traffic volume between 2,500 Veh/day and 8,000 Veh/day</td> </tr> </tbody> </table>	Local Roads	Collector Roads	Traffic volume between 1,000 Veh/day and 8,000 Veh/day	Traffic volume between 2,500 Veh/day and 8,000 Veh/day	Met – Local road with approximately 2,035 vehicles total daily volume
Local Roads	Collector Roads						
Traffic volume between 1,000 Veh/day and 8,000 Veh/day	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 metres between stop controls (signals or stop signs)	Met – The average segment length between stop sign controls is 280 metres				
	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 Hillsdale Avenue East				

Gord McEachen, Acting Chief

Toronto Paramedic Services
Program Development & Service Quality
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Tel: 416-397-0780
Fax: 416-696-3803
Dawn.Ainsworth@toronto.ca
www.toronto.ca

December 04, 2017

Dennis Gravador
Engineering Technologist Technician 1
Traffic Operations, Transportation Services
City of Toronto
Metro Hall, 17th Floor

Re: Traffic Calming Measures – on Hillsdale Avenue East, between Cleveland Street and Bayview Avenue – Evaluation for the installation of traffic calming measures (i.e. Speed Humps).

Dear Mr. Gravador,

I have received and reviewed the proposal for installation of speed humps on Hillsdale Avenue East, between Cleveland Street and Bayview 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 Hillsdale Avenue East, between Cleveland Street and Bayview 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,



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

John Livey
Deputy City Manager

Fire Services
75 Toryork Drive
Toronto, Ontario

Tel: 416-338-9510
Fax: 416-338-9527

December 4, 2017

Dennis Gravador
Transportation Technologist
Traffic Operations
Toronto and East York
Transportation Services

RE: Hillsdale Avenue West, between Yonge Street and Duplex - 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. Increased time can have impact the effectiveness of the services provided during an emergency. 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.

Long term transit infrastructure construction in the area of this proposal may be impacting the traffic volume and speeds as alternate travel routes are utilized to by-pass the increased congestion along Eglinton Avenue. The influence of this temporary conditions should be given consideration.

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