

Traffic Calming (Speed Humps) - Lonsdale Road

Date: January 12, 2018
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 on Lonsdale Road, between Bathurst Street and Lonsmount Drive, to address residents' concerns regarding the speed of vehicles. 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 Lonsdale Road, between Bathurst Street and Lonsmount 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 measures on Lonsdale Road, between Bathurst Street and Lonsmount 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.

COMMENTS

Lonsdale Road, between Bathurst Street and Lonsmount Drive, is a two-way local road approximately 7.2 metres wide with a posted speed limit of 30 km/h. There is no TTC service on this section of Lonsdale Road.

Analysis

Transportation Services conducted a mid-block speed and volume study on Lonsdale Road, between Bathurst Street and Lonsmount Drive, over a three-day mid-week period in November 2017. The study found the vehicular operating speed to be 40 km/h and the average daily traffic volume to be 1852 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 Lonsdale Road does not satisfy the installation criteria for traffic calming devices. More specifically, the recorded operating speed must be at least 10 km/h over a warranted 40 km/h speed limit to justify the installation of traffic calming devices.

A review of Toronto Police Service collision records for a three-year period ending October 31, 2017 did not find any reported collision attributed to speeding on Lonsdale Road, between Bathurst Street and Lonsmount Drive.

The attached technical summary entitled "Appendix A Table 1: Traffic Calming Warrant Criteria – Lonsdale Road" outlines the results of our assessment.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing traffic calming on Lonsdale Road, between Bathurst Street and Lonsmount 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 Lonsdale Road, between Bathurst Street and Lonsmount 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 the roadway on Lonsdale Road, between Bathurst Street and Lonsmount Drive, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2849, dated January 2018, attached to the report entitled 'Traffic Calming - Lonsdale Road' from the Acting Director, Transportation Services, Toronto and East York District."

The estimated cost for installing two speed humps on Lonsdale Road is \$8,000.00. The installation of speed humps on Lonsdale Road 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 Lonsdale Road, between Bathurst Street and Lonsmount 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 a speed hump in order to proceed with the installation. Should the Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Lonsdale Road, between Bathurst Street and Lonsmount Drive. If the poll supports the 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. Lonsdale Road, between Bathurst Street and Lonsmount Drive, scored 29 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 Service 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). Fire Services provided their comments in the attached letter dated January 3, 2018 (Appendix C). Comments have not yet been received from the Toronto Police Service.

Councillor Joe 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-2849, dated January 2018
2. Appendix A - Table 1: Traffic Calming Warrant Criteria (Lonsdale Road)
3. Appendix B - Toronto Paramedic Services letter dated December 4, 2017
4. Appendix C - Toronto Fire Services letter dated January 3, 2018

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NOTE:
 INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION. SPEED HUMPS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS. FIELD VERIFICATION IS REQUIRED TO DETERMINE THE EXACT LOCATION AND SPACING OF SPEED HUMPS. IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

**LONSDALE RD:
 BATHURST ST TO LONSMOUNT DR
 PROPOSED SPEED HUMP LOCATIONS PLAN**

DWG. NO. 421G-2849 T.J.A. JANUARY, 2018 TRANSPORTATION SERVICES TORONTO & EAST YORK DISTRICT

Table 1: Traffic Calming Warrant Criteria

Lonsdale Road, between Bathurst Street and Lonsmount Drive

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 for the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – petition received from residents
	Impacts to Adjacent Streets	No significant traffic impacts on adjacent streets	Met –there should be minimal traffic spillover to adjacent streets, which should have minimal operational impacts.
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 – continuous sidewalk on both sides of Lonsdale 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 – road grade of Lonsdale Road 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.	To be determined
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 the warranted speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.	Not Met – speed studies show 85 th %ile as 40km/h (Nov.2017)
	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
	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



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

Gord McEachen, Acting Chief

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December 04, 2017

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

Re: Traffic Calming Measures – on Lonsdale Road, between Bathurst Street and Lonsmount 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 Lonsdale Road, between Bathurst Street and Lonsmount 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 Lonsdale Road, between Bathurst Street and Lonsmount 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



January 3, 2018

Brian Holditch
Traffic Operations
Transportation Services
Toronto and East York

RE: Lonsdale Road, between Bathurst Street and Lonsmount 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 may slow our responding vehicles and affect delivery of service in the quickest possible manner. Increased time can impact the effectiveness of the services provided during any 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.

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