Traffic Calming - Sunnylea Avenue East and Glenaden Avenue East

Date: April 18, 2019
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 3 – Etobicoke Lakeshore

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services staff have reviewed the need for traffic calming on both Sunnylea Avenue East and Glenaden Avenue East. Staff’s assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied on Sunnylea Avenue East. Given that the parallel street (Glenaden Avenue East) to the north may be impacted if speed humps were to be implemented on Sunnylea Avenue East, staff also recommends that the residents of Glenaden Avenue East also be polled to determine whether they support the installation of speed humps in accordance with the City of Toronto Traffic Calming Policy. Subject to positive results of the traffic calming poll, speed humps should be installed on both Sunnylea Avenue East and Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council direct the City Clerk (Polling Registry Services) to poll eligible householders in English or any other language specified by Community Council, on Sunnylea Avenue East, between Prince Edward Drive South and Riverwood Parkway to determine whether residents support the installation of speed humps, in accordance with the City of Toronto Traffic Calming Policy.

2. Subject to favourable results of the poll:

   a. The City Solicitor prepare a by-law to alter the roadway on Sunnylea Avenue East, between Prince Edward Drive South and Riverwood Parkway, for traffic calming purposes, generally as shown on Drawing dated April 2019: EY19-037A, entitled “Traffic..."
Calming - Sunnylea Avenue East, between Prince Edward Drive South and Riverwood Parkway”.

b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Sunnylea Avenue East, between Prince Edward Drive South and Riverwood Parkway, when the speed humps are installed.

3. The City Clerk (Polling Registry Services) poll eligible householders in English or any other language specified by Community Council, on Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway, to determine whether residents support the installation of speed humps, in accordance with the City of Toronto Traffic Calming Policy.

4. Subject to favourable results of the poll:

a. The City Solicitor prepare a by-law to alter the roadway on Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway, for traffic calming purposes, generally as shown on Drawing EY19-037B entitled “Traffic Calming - Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway”, attached to the report entitled “Traffic Calming - Sunnylea Avenue East and Glenaden Avenue East”, between Prince Edward Drive South and Riverwood Parkway”.

b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway, when the speed humps are installed.

FINANCIAL IMPACT

The estimated costs for installing 6 speed humps on Sunnylea Avenue East will be $24,000.00 and 7 speed humps on Glenaden Avenue East will be $28,000.00. Funding for these speed humps would be subject to availability in the Transportation Services 2019 Capital Budget and competing priorities.

DECISION HISTORY

This report is a new request being presented to Etobicoke York Community Council.

COMMENTS

Transportation Services received a petition from the local Councillor, on behalf of area residents, to investigate the feasibility of installing physical traffic calming measures on Sunnylea Avenue East, between Prince Edward Drive South and Riverwood Parkway, to address concerns with speeding vehicles. Maps of the area are Attachment 1 and Attachment 2.

According to the City of Toronto’s road classification system, Sunnylea Avenue East and Glenaden Avenue East are classified as a "Local" roadway with posted speed limit of 40 km/h. These street extends east-west within the community, south of Bloor Street.
West and east of Prince Edward Drive South. Heavy vehicles are prohibited on both the streets. Sidewalk exists on the north side of Sunnylea Avenue East, between 48 Sunnylea Avenue East and Riverwood Parkway and on the south side between Hazelridge Drive and Riverwood Parkway. Sidewalks exist on both sides of Glenaden Avenue East, between Riverwood Parkway and a point approximately 40 metres west of Hazelridge Drive. From 40 metres west of Hazelridge Drive to Prince Edward Drive South, no sidewalks exist on either side of Glenaden Avenue East.

To quantify the need for traffic calming, automatic speed and volume counts were conducted for a period of 24 hours on Wednesday April 4, 2018 at three locations on Sunnylea Avenue East, between Prince Edward Drive South and Riverwood Parkway. The results of our studies indicate that the overall 85th percentile speeds range between 47 and 54 km/h, with a maximum daily traffic volume of 1262, for the section between Prince Edward Drive South and Ballacaine Drive. The results of these studies are summarized in the following table:

<table>
<thead>
<tr>
<th>Study Location</th>
<th>Speed Ranges – Km/h</th>
<th>85th* Percentile</th>
<th>24-Hour Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunnylea Avenue E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>between Ballacaine Dr &amp; Prince Edward Dr S</td>
<td>577 578 103 3 1</td>
<td>48 km/h</td>
<td>1262</td>
</tr>
<tr>
<td>between Hazelridge Dr &amp; Ballacaine Dr</td>
<td>466 406 57 3 1</td>
<td>47 km/h</td>
<td>933</td>
</tr>
<tr>
<td>between Riverwood Pkwy &amp; Hazelridge Dr</td>
<td>98 48 32 8 5</td>
<td>54 km/h</td>
<td>181</td>
</tr>
</tbody>
</table>

* The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving.

We applied this data to the City of Toronto Traffic Calming Policy. According to the policy, the principle criteria for installing physical traffic calming are vehicle speed and traffic volume. Other factors, including road width, pedestrian facilities and gradient are also considered in the assessment. The proposal was evaluated under these technical criteria, with the results summarized in Attachment 3. Applying the study data to the Traffic Calming Warrants shows that Sunnylea Avenue East satisfies the criteria for physical traffic calming.

Our investigation also concluded that the parallel street (Glenaden Avenue East) to the north may be impacted if speed humps were to be implemented on Sunnylea Avenue East. Therefore, staff also recommends that the residents of Glenaden Avenue East also be polled to determine whether they support the installation of speed humps on Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway, in accordance with the City of Toronto Traffic Calming Policy. Subject to positive results of the traffic calming poll, speed humps should be installed on both Sunnylea Avenue East and Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway,
The current City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally poll property owners/occupants who are directly affected by the installation of traffic calming measures on Sunnylea Avenue East and Glenaden Avenue East. Under the policy, the City Clerk must receive a minimum response rate of 50 percent plus one ballot on each road, of which at least 60 percent of respondents must support installing speed humps in order to proceed with installation.

Subject to approval by Community Council, according to the recommendations in this report, the City Clerk will poll property owners/occupants. Should the results support installing traffic calming measures on Sunnylea Avenue East and Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway. Transportation Services staff will schedule their installation based on relative need and competing priorities.

Consultation with emergency services (Police, Fire and Paramedic Services) is required to ensure that the design and layout of traffic calming proposal does not negatively affect their operations. Comments have not been received back at the time of writing this report from Toronto Police Service, Toronto Paramedic Services or Toronto Fire Services. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

CONTACT

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SIGNATURE

Roger Browne, M.A. Sc., P.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

Attachment 1: Area Map 1 (Sunnylea Avenue East)
Attachment 2: Area Map 2 (Glenaden Avenue East)
Attachment 3: Traffic Calming Warrant - Sunnylea Avenue East
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Attachment 2: Area Map 2 (Glenaden Avenue East)
**Attachment 3: Traffic Calming Warrant - Sunnylea Avenue East**

All the following criteria must be met to warrant traffic calming.

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met</th>
<th>Not Met</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Warrant 1</strong></td>
<td>1.1 Petition</td>
<td>Petition signed by at least 25% of the households on the street</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Impacts to adjacent streets</td>
<td></td>
<td>If significant impacts are expected on adjacent streets these streets should be included in the proposal</td>
<td>Glenaden Avenue East may be impacted</td>
<td></td>
</tr>
<tr>
<td><strong>Warrant 2</strong></td>
<td>2.1 Sidewalks</td>
<td>Continuous sidewalks on at least one side of street (both sides for collector or higher classification)</td>
<td>✓</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>OR On streets were no sidewalks exist, installation of sidewalks on at least one side must first be considered</td>
<td>Sidewalk on both sides of the road between Riverwood Parkway &amp; Hazelridge Dr</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.2 Road Grade</td>
<td>Traffic calming measures must not be installed at or near locations were road grade exceeds 8%</td>
<td>✓</td>
<td></td>
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<tr>
<td></td>
<td>2.3 Emergency Response</td>
<td>Impacts on Emergency Services will not be significant (as determined in consultation with Fire Ambulance and Police)</td>
<td>TBD</td>
<td></td>
</tr>
<tr>
<td><strong>Warrant 3</strong></td>
<td>3.1 Minimum Speed</td>
<td>The 85th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the volume warrant of 3.2 must be fulfilled (3.2 not required if 85th percentile &gt; 15 km/h over speed limit)</td>
<td>✓ 54 km/h between Riverwood Parkway &amp; Hazelridge Dr</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3.2 Traffic Volumes</td>
<td>Local Roads Traffic volume must be between 1,000 and 8,000 vehicles per day</td>
<td>✓ 24 hour volume 1,262 between Ballacaine Dr &amp; Prince Edward Drive South</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Collector Roads</td>
<td>Collector Roads Traffic volumes must be between 2,500 and 8,000 vehicles per day</td>
<td>✓</td>
<td></td>
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<td></td>
<td>3.3 Minimum Block Length</td>
<td>On streets where mid-block traffic calming measures are proposed the minimum block length must exceed 120 metres</td>
<td>✓</td>
<td></td>
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<tr>
<td></td>
<td>3.4 Transit Service</td>
<td>Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant (as determined in consultation with TTC staff)</td>
<td>✓ No TTC</td>
<td></td>
</tr>
</tbody>
</table>

All criteria need to be met to warrant physical traffic calming, which is the case on Sunnylea Avenue East.