

Traffic Calming - Lester Avenue, between Keele Street and Glenhaven Street

Date: October 3, 2019
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

SUMMARY

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

This report outlines the results of an investigation into installing speed humps on Lester Avenue, between Keele Street and Glenhaven Street. The results indicate that the criteria to justify installing speed humps are not satisfied.

RECOMMENDATIONS

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

1. Etobicoke York Community Council NOT authorize the installation of traffic calming (speed humps) on Lester Avenue, between Keele Street and Glenhaven Street.

FINANCIAL IMPACT

Adopting the above-noted recommendation will not result in any financial impact. However, should Community Council decide to authorize the installation of traffic calming (speed humps) on Lester Avenue the estimated cost for installing one speed hump will be \$4,000.00. Funding for this speed hump would be subject to availability and completing priorities in the Transportation Services 2020 Capital Budget.

DECISION HISTORY

At its meeting on July 4, 2018, Etobicoke York Community Council adopted without amendment, Item EY32.48 (Traffic Calming - Lester Avenue, between Keele Street and Glenhaven Street) and in so doing did not authorize traffic calming measures on Lester Avenue as the Traffic Calming Warrant was not satisfied.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EY32.48>

COMMENTS

Transportation Services received another request in June 2019, on the same issue from the new Ward Councillor, on behalf of area residents. A map of the area is shown on Attachment 1.

Lester Avenue, between Keele Street and Glenhaven Street is classified in the City's Road Classification System as a "local" road. This street functions with two-way traffic, has a sidewalk on both sides of the road and has a posted speed limit of 30 km/h. The road grade on Lester Avenue, between Richardson Avenue and Glenhaven Street exceeds the 8% maximum allowance under the Traffic Calming Policy. As such, the polling or installation process will apply to Lester Avenue between Keele Street and Richardson Avenue only.

To confirm the speeding concerns, automatic speed and volume data was collected (April 2018) on Lester Avenue. The results of the speed studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85th Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
Lester Avenue, between Keele St and Richardson Ave	1,265	336	53	0	0	44 km/h	1,654

The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. It should be noted that according to the City of Toronto's Traffic Calming Policy, the study is based on the warranted speed limit of 40 km/h.

Staff assessed the subject location according to the City of Toronto's Traffic Calming Policy. Vehicle speeds and traffic volumes are the prime criteria for installing traffic calming devices. Other environmental factors are also examined, such as road width, pedestrian facilities and grade. The proposal was evaluated under each criteria (Warrants 1, 2 and 3), with the results summarized in Attachment 2.

Based on data collected and evaluated against the warrants for the installation of traffic calming measures, the installation of speed humps is not recommended as Lester Avenue does not satisfy the technical requirements.

Furthermore, it was noted that there have been no reported collisions in the three year period ending December 31, 2018, where vehicle speed was identified as a contributing factor.

Should Etobicoke York Community Council decide to proceed with installing speed humps on Lester Avenue, between Keele Street and Richardson Avenue, the alternate recommendations would be as follows. It is recommended that:

1. Etobicoke York Community Council request the City Clerk (Polling Registry Services) to poll eligible householders in English or any other language specified by Community Council, on Lester Avenue, between Keele Street and Richardson Avenue, to determine if property owners/occupants support the installation, according to the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
 - a. Etobicoke York Community Council authorize the installation of traffic calming (speed humps) on Lester Avenue, between Keele Street and Richardson Avenue.
 - b. Etobicoke York Community Council direct the City Solicitor to prepare a by-law to alter sections of the roadway on Lester Avenue for traffic calming enhancement, generally as shown on Drawing EY18-064, dated June 2018 and circulated to residents during the polling process.

The current City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally survey property owners/occupants who would be directly affected by the installation of speed humps. The policy stipulates that a minimum response rate of 50% plus one (25% in Community Safety Zones) of affected households/properties respond, and that 60% of valid responses support the proposal in order to implement the plan.

Subject to adoption of the above alternate recommendations by Etobicoke York Community Council, the City Clerk will survey property owners/occupants on Lester Avenue, between Keele Street and Glenhaven Street. If the survey supports installing speed humps, Transportation Services staff will schedule installation based on relative need and competing priorities.

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required to ensure that the design and layout of traffic calming proposals do not negatively affect their operations. Emergency services were advised of this proposal.

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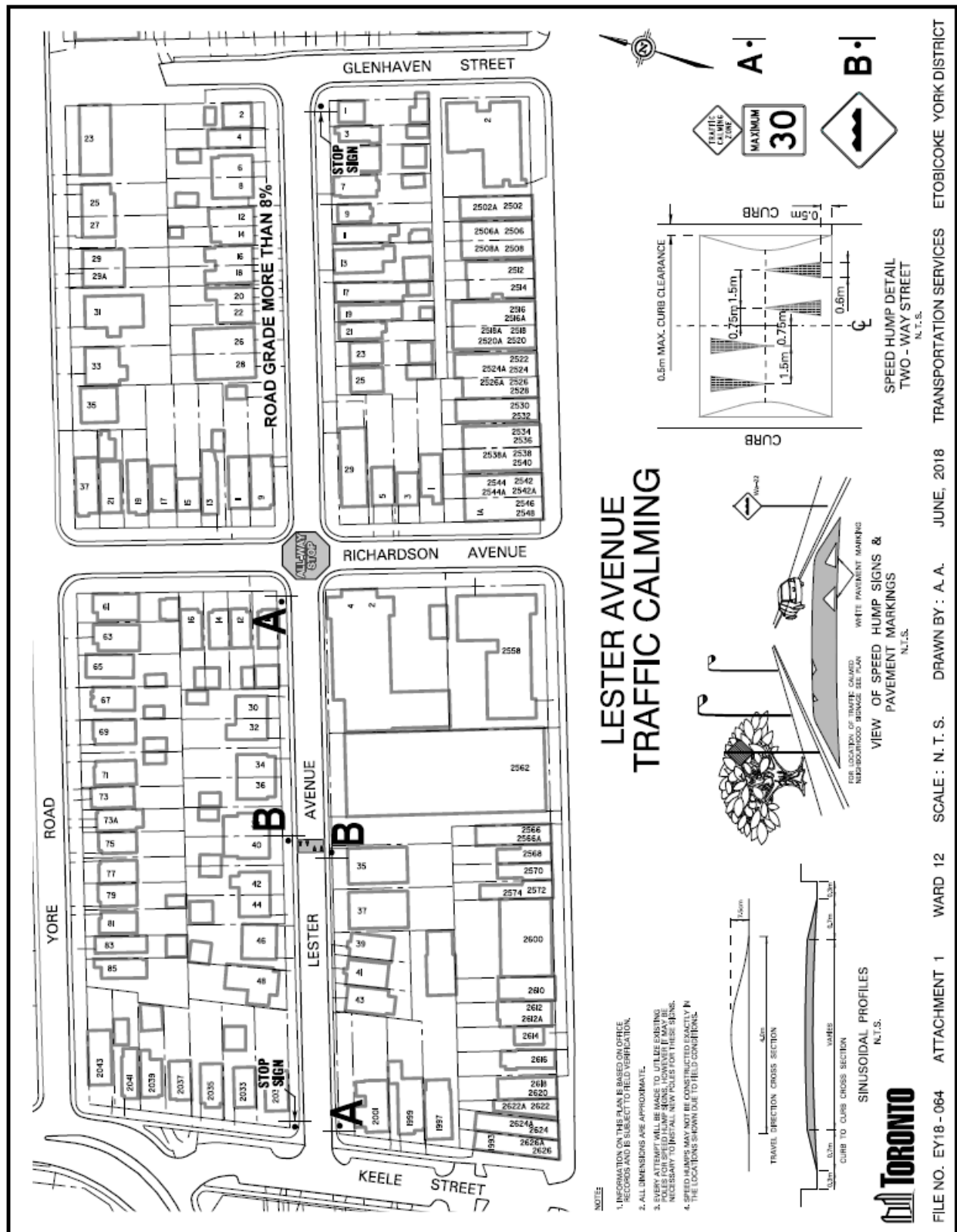
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Roger Browne, M.A. Sc., P.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

Attachment 1: Area Map (Lester Avenue)
Attachment 2: Traffic Calming Warrant Criteria - Lester Avenue

Attachment 1: Area Map - Lester Avenue



Attachment 2: Traffic Calming Warrant Criteria - Lester Avenue

Traffic Calming Warrant Criteria Lester Avenue, between Keele Street and Richardson Avenue

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 - Councillor requested.
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets		Met
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 – Sidewalks 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 – Road grade less than 8%.
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.		Met – General objections from Toronto Fire, Ambulance and Police.
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th percentile speed is a minimum of 10 km/h (but less than 15 km/h) over the 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 percentile speed exceeds a warranted speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.		Not Met – 85 th percentile speed of 44 km/h (4 km/h over the warranted 40 km/h speed limit)
	3.2 Min. and Max. Traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 2,500 Veh/day	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day	Met – 1,654 vpd
	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.