

Traffic Calming - Roselawn Avenue

Date: April 26, 2019

To: North York Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 8 - Eglinton-Lawrence

SUMMARY

This staff report is about a matter for which 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 on Roselawn Avenue, between Fairbank Avenue and Dufferin Street, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the traffic calming policy has been satisfied. Therefore, traffic calming should be installed on the subject section of Roselawn Avenue, subject to positive results of the traffic calming poll.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that North York Community Council:

1. Direct City Clerks to poll eligible householders on Roselawn Avenue, between Fairbank Avenue and Dufferin 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:
 - a. Direct the City Solicitor to prepare a by-law to alter the roadway to install three speed humps on Roselawn Avenue, between Fairbank Avenue and Dufferin Street, generally as shown on Drawing No. NYRD19-0016, dated April 2019, attached to the report entitled "Traffic Calming - Roselawn Avenue" from the Acting Director, Transportation Services, Traffic Management.
 - b. Reduce the speed limit from 40 km/h to 30 km/h on Roselawn Avenue, between Fairbank Avenue and Dufferin Street, when speed humps are installed.

FINANCIAL IMPACT

The estimated cost for installing three speed humps on Roselawn Avenue is \$12,000.00. The installation of speed humps on Roselawn Avenue would be subject to availability in Transportation Services 2019 Capital Funding and competing priorities.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by former Councillor Josh Colle, on behalf of local residents, to investigate the feasibility of installing traffic calming measures (speed humps) on Roselawn Avenue, between Fairbank Avenue and Dufferin Street. The residents are concerned that motorists travel at a high rate of speed on Roselawn Avenue, and have submitted a petition in support of this request.

Roselawn Avenue, between Fairbank Avenue and Dufferin Street, is an 8.5 metre wide, two-way local street with a posted speed limit of 40 km/h. There is a sidewalk on the north side of the street. Heavy vehicles are prohibited at all times and there is no TTC service provided on Roselawn Avenue.

The historical daily two-way traffic volume Roselawn Avenue, between Fairbank Avenue and Dufferin Street, was approximately 1,400 vehicles. Traffic counts completed in 2016 and 2017 revealed that the traffic volume increased to 9,500 vehicles per day. This increase was attributable to Eglinton LRT construction traffic diversions. A sample one-hour traffic count completed in April 2019 revealed traffic volumes seem to have returned to approximately 1,400 vehicles per day. Vehicle speeds have remained consistent from 2004 to present.

The section of Roselawn Avenue, between Fairbank Avenue and Miranda Avenue to the west, has daily two-way traffic volume of approximately 650 vehicles. This section was not included in the petition for traffic calming measures.

The land use on the subject section of Roselawn Avenue and the surrounding area consists of detached and semi-detached residential dwellings interspersed with a few small commercial businesses.

Analysis

A 24-hour speed and volume study was conducted on Roselawn Avenue, between Fairbank Avenue and Dufferin Street, on June 21, 2017. The following table identifies the results of the study:

Table 1: 24-Hour Speed and Volume Study - Roselawn Avenue (June 21, 2017)

Section	Direction	Speed Limit	Vehicle Speed		Traffic Volumes		
			Operating *	Average	AM	PM	24 hour
Fairbank Avenue to Dufferin Street	Eastbound	40 km/h	50 km/h	42 km/h	347	528	5382
	Westbound		54 km/h	45 km/h	258	319	4162

As these volumes are significantly higher than the previous counts, a subsequent sample one-hour traffic count was undertaken on April 15, 2019. This count revealed that the traffic volumes seem to have returned to the historical 24-hour volume of 1,400 vehicles per day.

In reviewing the traffic data collected as part of this investigation, the "Technical Requirements" warrant of the Traffic Calming Policy is satisfied on Roselawn Avenue. Specifically:

- The operating speed is greater than 10 km/h over the speed limit. The operating, or 85th percentile speed, is the speed at which 85 percent of traffic travels at, or below; and
- The recorded average daily traffic volumes is approximately 1,400 vehicles, which is greater than the required minimum of 1,000 vehicles.

A review of Toronto Police Services collision records revealed that there were no reported collisions on Roselawn Avenue for the three-year period ending December 31, 2018.

Conduct Poll

According to the City of Toronto Traffic Calming Policy, a formal poll managed by City Clerks must be conducted of households directly abutting or flanking the street. The policy stipulates that a minimum response of 50 percent plus one of affected residents respond, and that 60 percent of valid responses support the proposal, in order to implement traffic calming measures (speed humps).

Subject to approval by North York Community Council of the recommendations outlined above, Transportation Services would request a poll of eligible residents on Roselawn Avenue, between Fairbank Avenue and Dufferin Street. If the poll supports speed humps, Transportation Services would schedule installation based on relative need and competing priorities.

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. Roselawn Avenue, between Fairbank Avenue and Dufferin Street, scored 38 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 of a traffic calming proposal does not unduly affect their operations. Comments were requested but have not yet been received from emergency services.

The Ward Councillor is aware of the recommendations of this staff report.

CONTACT

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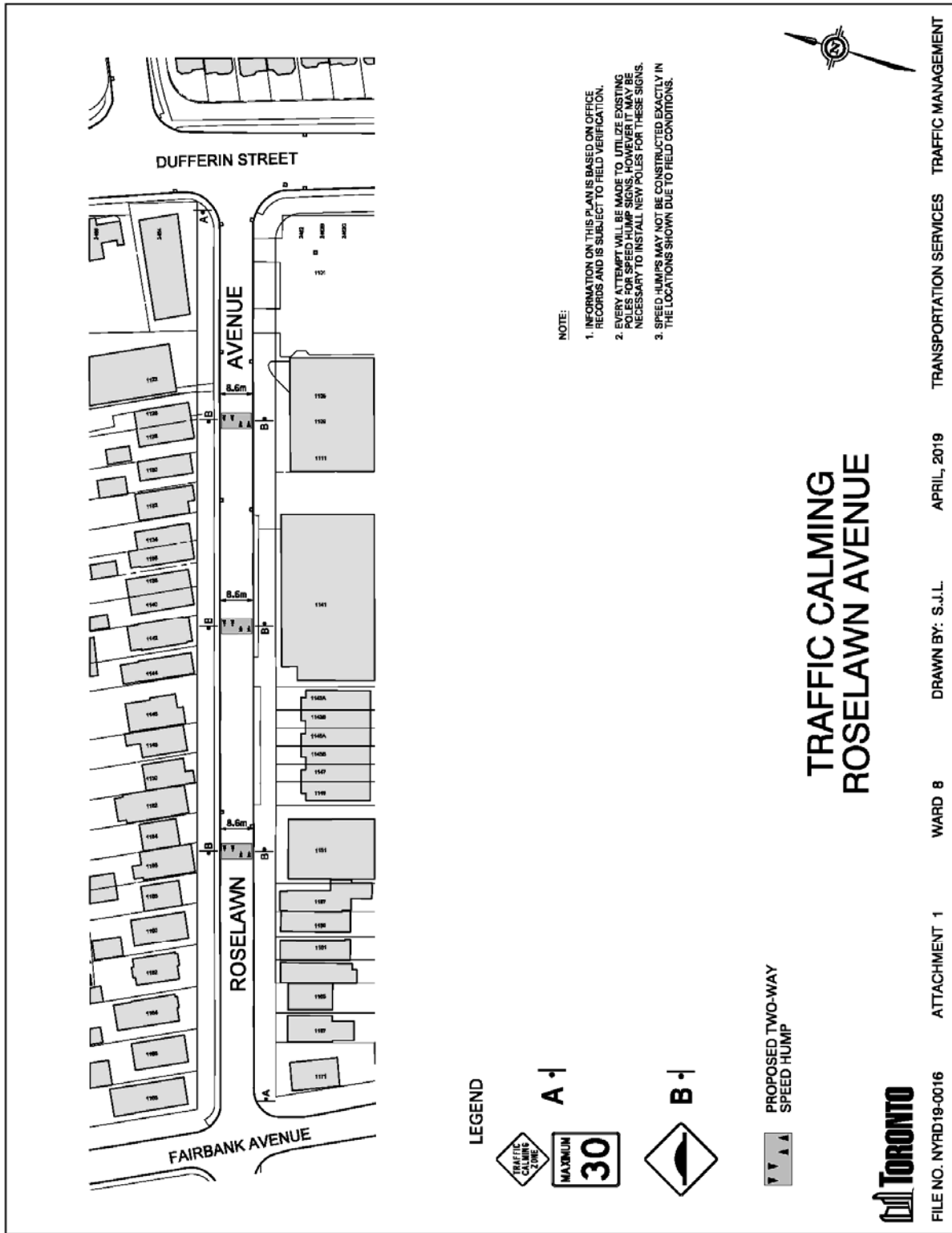
SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - Traffic Calming - Roselawn Avenue
Attachment 2: Appendix A - Traffic Calming Summary

Attachment 1: Map - Traffic Calming - Roselawn Avenue



Attachment 2: Traffic Calming Warrant Criteria - (Roselawn Avenue, between Fairbank Avenue and Dufferin 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 for the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Petition received
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – Traffic volume minimal
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 one side
	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 5%
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	TBD – No response from EMS at this time
Warrant 3 Technical Requirements (all four criteria must	3.1 Minimum Speed	85th %ile speed is a minimum of 10 km/h (but less than 15 km/h) over the warranted speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. OR	MET – Speed studies show 85th %ile as 52 km/h

be fulfilled to satisfy this warrant)		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.		
	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	MET – Local Road with 1,373 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
	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