

Traffic Calming (Speed Humps) - Roxton Road

Date: January 15, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 11, University - Rosedale

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 Roxton Road, between Bloor Street West and Harbord Street, 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 Roxton Road.

RECOMMENDATIONS

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

1. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Roxton Road, between Bloor Street West and Harbord Street.

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

Roxton Road, between Bloor Street West and Harbord Street, is a local road that operates one-way in the northbound direction. It has a posted speed limit of 30 km/h and a daily one-way traffic volume of about 700 vehicles. The pavement width on Roxton Road is about 7.3 metres and there are sidewalks provided on both sides. Heavy trucks are prohibited all times. There is no TTC service provided on Roxton Road.

Analysis

Transportation Services recently conducted mid-block speed and volume studies on Roxton Road, between Bloor Street West and Harbord Street, over three days during the mid-week. The studies found the vehicular operating speeds to be about 40 km/h. 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 Roxton Road does not satisfy the installation criteria for traffic calming devices. More specifically:

- The operating speed of 40 km/h is under the required minimum of 10 km/h over the warranted speed limit (40 km/h for a local road); and
- The daily volume of 700 vehicles is less than the required minimum of 1,000 vehicles per day.

Therefore, the installation of traffic calming on Roxton Road, between Bloor Street West and Harbord Street, is not warranted.

A review of Toronto Police Service collision records for a three-year period ending July 31, 2018 did not find any reported collisions on Roxton Road attributed to speeding.

Appendix A outlines the assessment of the technical criteria in more detail.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Roxton Road, between Bloor Street West and Harbord Street, would be beneficial, it may approve the following:

"That the Toronto and East York Community Council direct:

1. The Acting Director of Traffic Management, Transportation Services, request the City Clerk to poll eligible householders on Roxton Road, between Bloor Street West and Harbord 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, the City Solicitor prepare a by-law to alter sections of the roadway on Roxton Road, between Bloor Street West and Harbord Street, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-3290, dated January 2019, attached to the report entitled 'Traffic Calming (Speed Humps) - Roxton Road' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing five speed humps on Roxton Road is \$20,000.00. The installation of speed humps on Roxton Road would be subject to availability in Transportation Services' 2019 Capital Funding and competing priorities.

Conduct Poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on Roxton Road, between Bloor Street West and Harbord Street, must be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zones), of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. This section of Roxton Road is not designated as a Community Safety Zone. Should Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Roxton Road, between Bloor Street West and Harbord Street.

If the poll supports speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

More recently, as part of a report presented at the Council meeting on May 22, 2018 entitled "Next Steps on Traffic Safety Measures", a Motion was approved such that Community Councils also have the authority to waive petition and polling requirements for traffic calming measures. As such, this option is also available to Community Council.

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. Roxton Road, between Bloor Street West and Harbord Street, scored 12 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 (Toronto Police Services, Toronto Fire Services and Toronto Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Fire Services have provided their comments in the attached letter dated November 20, 2018 (Appendix B). Comments have not been received from Toronto Police Service or Toronto Paramedic Services.

Councillor Mike Layton has been advised of the recommendation of this staff report.

CONTACT

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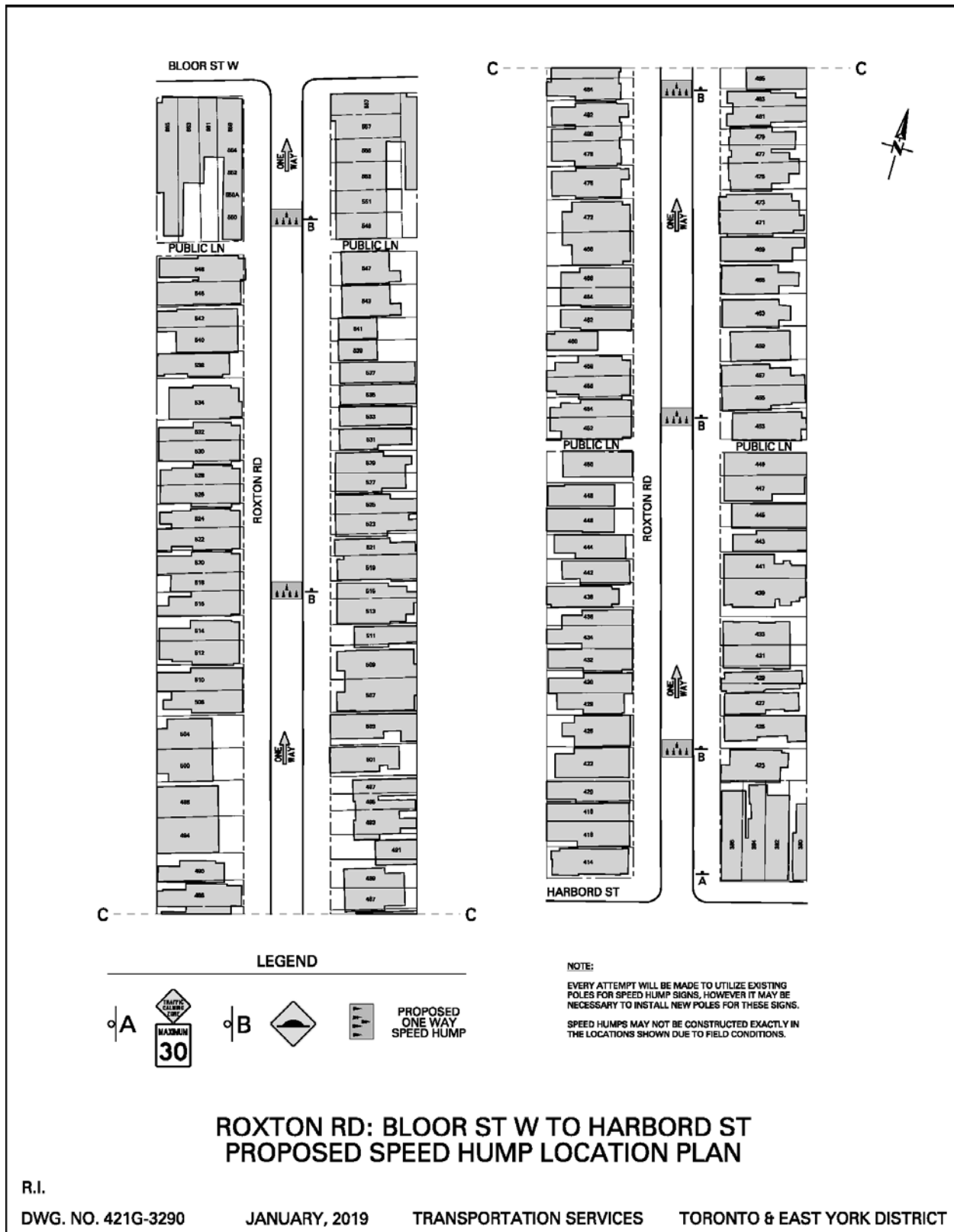
SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3290, dated January 2019
2. Appendix A - Traffic Calming Warrant Criteria
3. Appendix B - Letter from Toronto Fire Services, dated November 20, 2018

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Appendix 'A' - Traffic Calming Warrant Criteria

Roxton Road, between Bloor Street West and Harbord 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 from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Direct request received from Ward Councillor's office (Motion, Item: TE34.161 was approved by TEYCC on July 4, 2018, directing Transportation Services to conduct a traffic study).
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – There should be no traffic spill-over to adjacent streets
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 – There is sidewalk present 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 – The road grade on Roxton 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.	Comments have been requested
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 a warranted 40 km/h 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 percentile speed of 40 km/h in the northbound direction on Roxton Road, between Bloor Street West and Harbord Street.
	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	Not Met – Roxton Road is a local road with approximately 700 vehicles total daily, between Bloor Street West and Harbord Street.
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Met – Roxton Road, between Bloor Street West and Harbord Street is about 385 metres in length.
	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



Lou Di Gironimo
Interim Deputy City Manager

Emergency Management
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November 20, 2018

Rick Bartel
Transportation Technologist
Transportation Services

RE: Roxton Road, between Bloor Street West and Harbord Street - 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 impact our service delivery. The restriction imposed by a speed hump have a much greater impact on larger fire trucks than smaller vehicles. Response time increase with every obstacle fire vehicles 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 all 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 a delay 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 evaluated before physical measures are considered. Desired results may be obtainable without imposing a physical obstruction to emergency vehicles.

Thanks,

Terry Bruining
Emergency Planning
Toronto Fire Services