

Traffic Calming (Speed Hump) - Raglan Avenue

Date: January 21, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 12, Toronto - 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 Services staff have reviewed the need for traffic calming on Raglan Avenue, between Claxton Boulevard and Heathdale Road, 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 Raglan Avenue, between Claxton Boulevard and Heathdale 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 measures on Raglan Avenue, between Claxton Boulevard and Heathdale Road.

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

Raglan Avenue, between Claxton Boulevard and Heathdale Road, is a two-way local road approximately 8.5 metres wide with a posted speed limit of 30 km/h. There is no TTC service on this section of Raglan Avenue.

Analysis

Transportation Services conducted a mid-block speed and volume study on Raglan Avenue, between Claxton Boulevard and Heathdale Road, over a three-day mid-week period in May 2018. The study found the vehicular operating speed to be 40 km/h and the average daily traffic volume to be 1,028 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 Raglan Avenue does not satisfy the installation criteria for traffic calming device. 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 device.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2018 did not find any reported collision attributed to speeding on Raglan Avenue, between Claxton Boulevard and Heathdale Road. The attached technical summary entitled "Appendix A Table 1: Traffic Calming Warrant Criteria – Raglan Avenue" 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 Raglan Avenue, between Claxton Boulevard and Heathdale Road, would be beneficial, it may approve the following:

1. Toronto and East York Community Council waive the petition and polling requirements of the Traffic Calming Policy and authorize the installation of traffic calming (speed hump) on Raglan Avenue, between Claxton Boulevard and Heathdale Road.
2. Toronto and East York Community Council direct the City Solicitor prepare a by-law to alter the roadway on Raglan Avenue, between Claxton Boulevard and Heathdale Road, for traffic calming purposes, generally as shown on the copy of Drawing No.421G-3296, dated January 2019, attached to the report entitled "Traffic Calming (Speed Hump) - Raglan Avenue" from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing one speed hump on Raglan Avenue is \$4,000. The installation of a speed hump on Raglan Avenue would be subject to availability in Transportation Services 2019 Capital Funding estimates and competing priorities.

Conduct Poll

The City of Toronto traffic calming policy stipulates residents who would be directly affected by installing speed hump on Raglan Avenue, between Claxton Boulevard and Heathdale Road, must be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zones), of these, at least 60 percent must be in favour of installing speed hump in order to proceed with the installation. Should Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Raglan Avenue, between Claxton Boulevard and Heathdale Road.

If the poll supports speed hump, 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. Raglan Avenue, between Claxton Boulevard and Heathdale Road, scored 10.3 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 hump. Installation of speed hump will have minimal effect on winter services, street cleaning and garbage collection.

Speed hump 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 (Toronto Police Services, Toronto Fire Services and Toronto 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 June 26, 2018 (Appendix B). Comments have not yet been received from Toronto Fire Service or Toronto Police Service.

Councillor Josh Matlow has been advised of the recommendations of this staff report.

CONTACT

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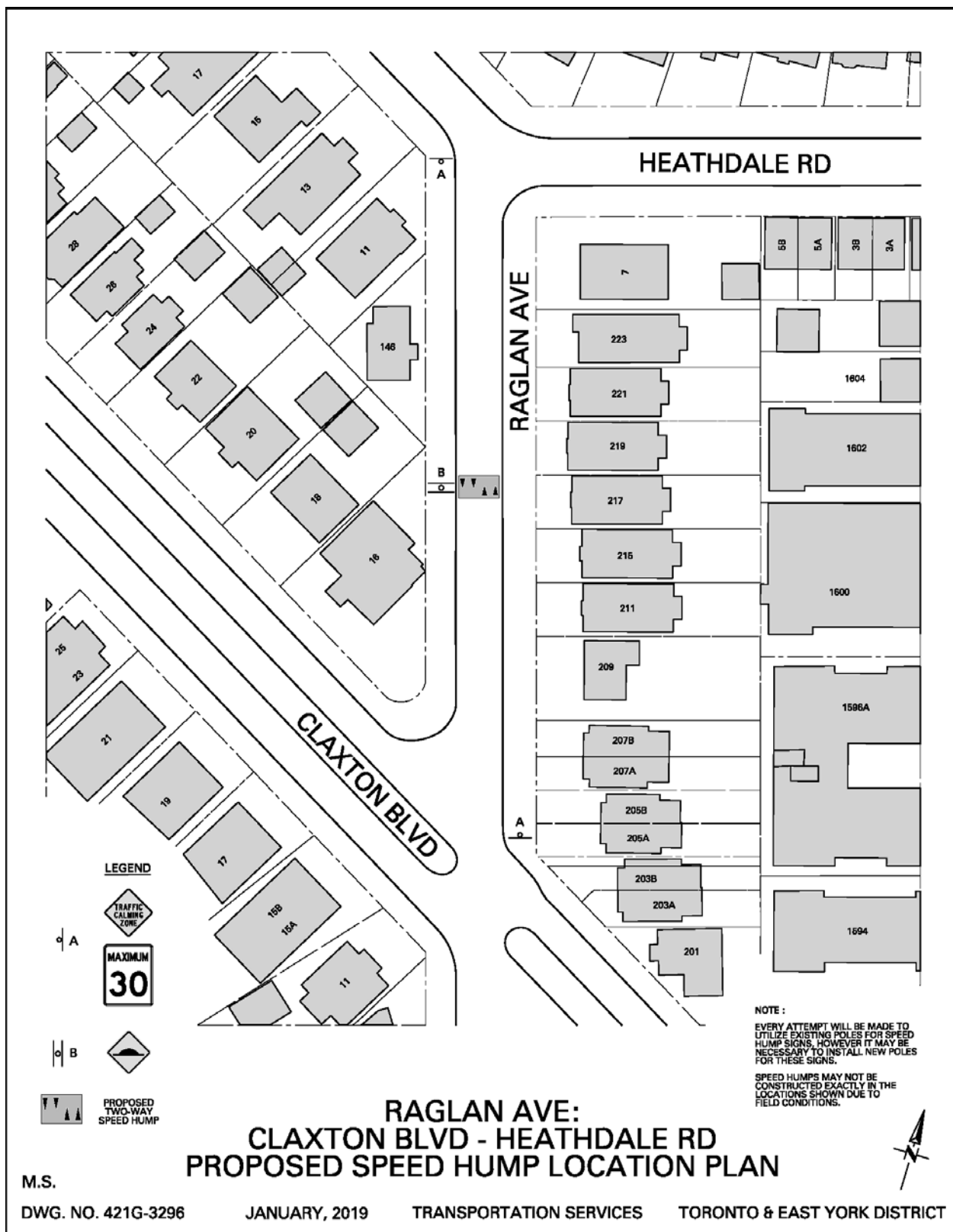
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Roger Browne, P.Eng., M.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

1. Drawing No.421G-3296, dated January 2019.
2. Appendix A - Table 1: Traffic Calming Warrant Criteria (Raglan Avenue)
3. Appendix B - Toronto Paramedic Services letter dated June 26, 2018

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APPENDIX A

Table 1: Traffic Calming Warrant Criteria

Raglan Avenue, between Claxton Boulevard and Heathdale Road

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 Raglan Avenue
	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 Raglan Avenue 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.	TBD
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 (May 2018)
	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 1028 veh./day (May 2018)
	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

Gord McEachen, Acting Chief

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June 26, 2018

Danny Budimirovic
Traffic Operations
Transportation Services

Re: Traffic Calming Measures – Raglan Avenue, between Claxton Boulevard and Heathdale Road – Evaluation for the installation of traffic calming measures (i.e. Speed Humps).

Danny,

I have received and reviewed the proposal for installation of speed humps on Raglan Avenue, between Claxton Boulevard and Heathdale Road, 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 neighbourhood, and we endeavour 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 installation 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 vertical traffic calming devices on Raglan Avenue, between Claxton Boulevard and Heathdale Road. 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,

(Original signed by)

Ian Attard
Superintendent, Toronto Paramedic Services
Planning & Emergency Management