

Traffic Calming (Speed Humps) - Hilton 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 Hilton Avenue, between Nina Street and Austin Terrace, 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 Hilton Avenue, between Nina Street and Austin Terrace.

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 Hilton Avenue, between Nina Street and Austin Terrace.

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

Hilton Avenue, between Nina Street and Austin Terrace, is a two-way local road approximately 7.3 metres wide with a posted speed limit of 30 km/h. There is no TTC service on this section of Hilton Avenue.

Analysis

Transportation Services conducted a mid-block speed and volume study on Hilton Avenue, between Nina Street and Austin Terrace, in June 2018. The study found the vehicular operating speed to be 42 km/h and the average daily traffic volume to be 829 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 Hilton Avenue does not satisfy the installation criteria for traffic calming devices. More specifically, the recorded operating speed must be at least 10 km/h over a warranted 40 km/h speed limit and the minimum traffic volume for a local road must be at least 1,000 vehicles per day to justify the installation of traffic calming devices.

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 Hilton Avenue, between Nina Street and Austin Terrace. The attached technical summary entitled "Appendix A Table 1: Traffic Calming Warrant Criteria – Hilton 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 Hilton Avenue, between Nina Street and Austin Terrace, 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 humps) on Hilton Avenue, between Nina Street and Austin Terrace.
2. Toronto and East York Community Council direct the City Solicitor prepare a by-law to alter the roadway on Hilton Avenue, between Nina Street and Austin Terrace, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-3255, dated January 2019, attached to the report entitled "Traffic Calming (Speed Humps) - Hilton Avenue" from the Acting Director, Traffic Management, Transportation Services.

The estimated cost for installing two speed humps on Hilton Avenue is \$8,000.00. The installation of speed humps on Hilton 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 humps on Hilton Avenue, between Nina Street and Austin Terrace, 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 humps 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 Hilton Avenue, between Nina Street and Austin Terrace.

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 humps 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. Hilton Avenue, between Nina Street and Austin Terrace, scored 23 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 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 Fire Services provided their comments in the attached letter dated November 20, 2018 (Appendix B). Comments have not yet been received from Toronto Paramedic Service or Toronto Police Service.

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

CONTACT

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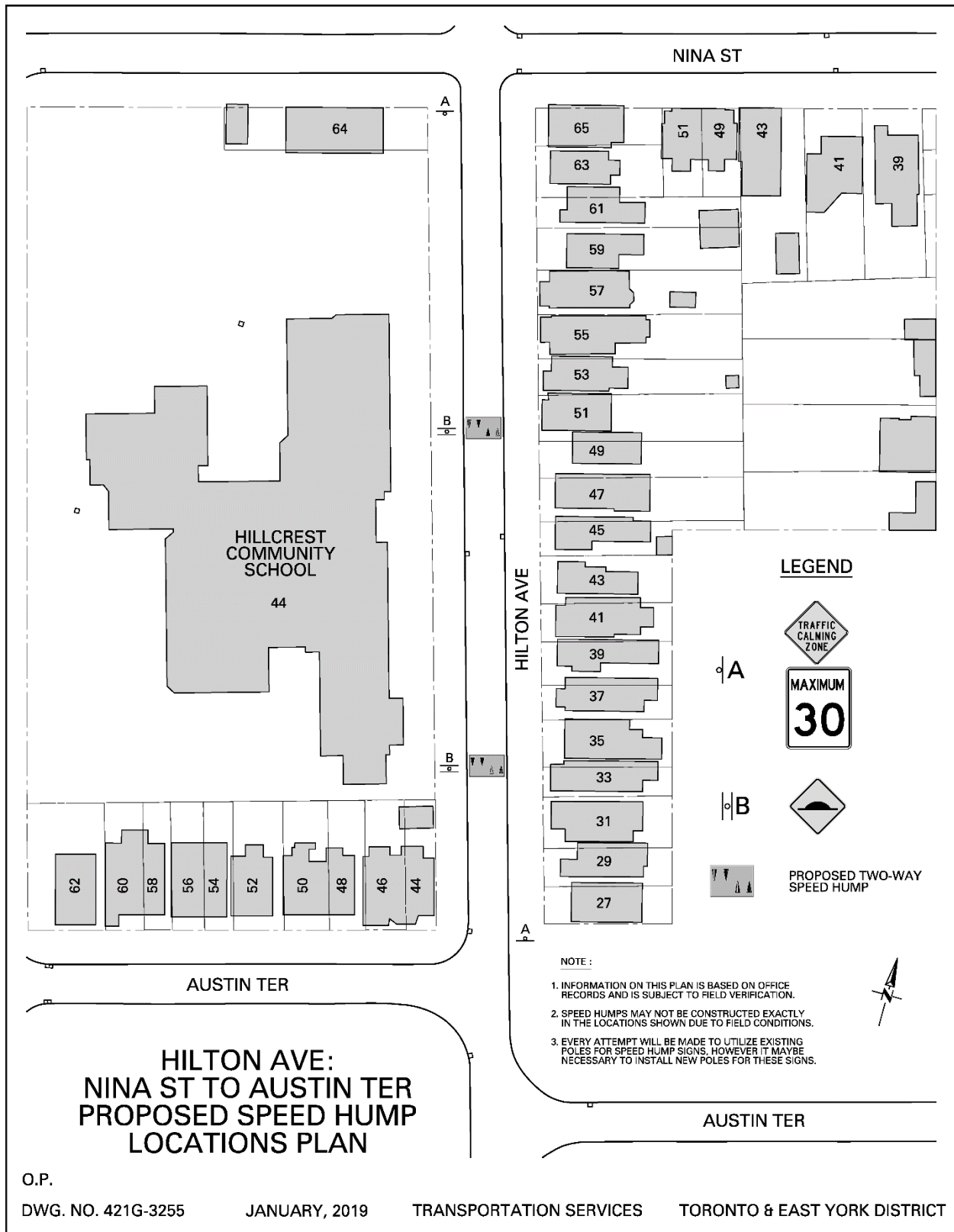
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Roger Browne, P.Eng., M.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

1. Drawing No. 421G-3255, dated January 2019
2. Appendix A - Table 1: Traffic Calming Warrant Criteria (Hilton Avenue)
3. Appendix B - Toronto Fire Services letter dated November 20, 2018

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APPENDIX A

Table 1: Traffic Calming Warrant Criteria

Hilton Avenue, between Nina Street and Austin Terrace

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 Councillor
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 – There are sidewalks 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 – road grade of Hilton 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.	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 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 42km/h (June 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	Not Met - local road with 829veh./day (June 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 – Hilton Avenue, between Nina Street and Austin Terrace is about 165 metres.
	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 on Hilton Avenue.



Lou Di Gironimo
Interim Deputy City Manager

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November 20, 2018

Muyuan Ma
Traffic Operations,
Toronto & East York District
Transportation Services

RE: Hilton Avenue, between Nina Street and Austin Terrace - 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 a smaller vehicle. 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.

Regards,

Terry Bruining
Emergency Planning
Toronto Fire Services