



REPORT FOR ACTION

Traffic Calming (Speed Humps) - Glebeholme Boulevard

Date: January 16, 2018
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 14, Toronto-Danforth

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 Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue, 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 Glebeholme Boulevard.

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 Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue, is a local road that operates two-way traffic on a pavement width of approximately 8.5 metres and has existing sidewalks on both sides. It has a posted speed limit of 30 km/h and a daily two-way traffic volume of approximately 925 vehicles. Heavy trucks are prohibited at all times. There is no TTC service provided on Glebeholme Boulevard.

Analysis

Transportation Services conducted mid-block speed and volume studies on Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue, over three days during the mid-week. It should be noted that the study is based on the warranted speed limit of 40 km/h.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that Glebeholme Boulevard does not satisfy the installation criteria for traffic calming devices. The individual results of the three mid-block studies are summarized in the following table:

Segment of Glebeholme Blvd.	85th% Speed	Daily Traffic Volume	Warranted
Between Greenwood Avenue and Linnsmore Crescent	43 km/h	1,020 vehicles	No
Between Linnsmore Crescent and Monarch Park Avenue	41 km/h	875 vehicles	No
Between Monarch Park Avenue and Coxwell Avenue	40 km/h	870 vehicles	No
Segments' Average	41 km/h	922 vehicles	No

The warrants were not met based on the following criteria:

- Operating Speed: The operating speeds of 43, 41 and 40 km/h, for each respective mid-block section between Greenwood Avenue and Coxwell Avenue, are less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria, and

- **Daily Traffic Volume:** The daily traffic volumes of 875 and 870 vehicles, for the segments from Linnsmore Crescent to Monarch Park Avenue; and from Monarch Park to Coxwell Avenue respectively, are less than the required minimum of 1,000 vehicles per day to satisfy the traffic calming installation criteria. Only the section between Greenwood Avenue and Linnsmore Crescent exceeds 1,000.

Therefore, the installation of traffic calming on Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue, is not warranted.

A review of the Toronto Police Services collision records for the three-year period ending December 31, 2017, revealed that three collisions had occurred on Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue. Further review disclosed that all three collisions occurred within the specific midblock of Glebeholme Boulevard, between Monarch Park Avenue and Coxwell Avenue, one of which could be potentially be attributed to excessive speeding. No injuries were noted to have been sustained as a result of the noted speeding collision.

Appendix A entitled "Traffic Calming Warrant Criteria - Glebeholme Boulevard" outlines the results of our assessment for the mid-block of Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue, 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 Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue, 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 Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue, for traffic calming purposes, generally as shown on the copy of Drawing Nos. 421G-3243, 421G-3259, and 421G-3260 dated December 2018 attached to the report entitled 'Traffic Calming (Speed Humps) - Glebeholme Boulevard' from the Acting Director, Traffic Management, Transportation Services.

The estimated cost for installing nine speed humps on Glebeholme Boulevard is \$36,000.00. The installation of speed humps on Glebeholme Boulevard 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 Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue, 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 Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue.

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. Glebeholme Boulevard, from Greenwood Avenue to Linnsmore Crescent, scored 21.2 ranking points out of a possible 100; Glebeholme Boulevard, from Linnsmore Crescent to Monarch Park Avenue, scored 13.7 ranking points out of a possible 100 and Glebeholme Boulevard, between Monarch Park Avenue and Coxwell Avenue, scored 18.7 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. Comments were received from Toronto Fire Services, indicating that they do not support the installation of speed hump on Glebeholme Boulevard due to the potential impact on their delivery of service. Specifically, the potential for increased response time for larger vehicles. Comments have not been received from Toronto Police Services and Toronto Paramedic Services.

Councillor Paula Fletcher has been advised of the recommendation of this staff report.

CONTACT

Bruce Clayton
Manager, Traffic Operations
Traffic Management
Transportation Services
Telephone: (416) 397-5021
Fax: (416) 392-1920
E-mail: Bruce.Clayton@toronto.ca

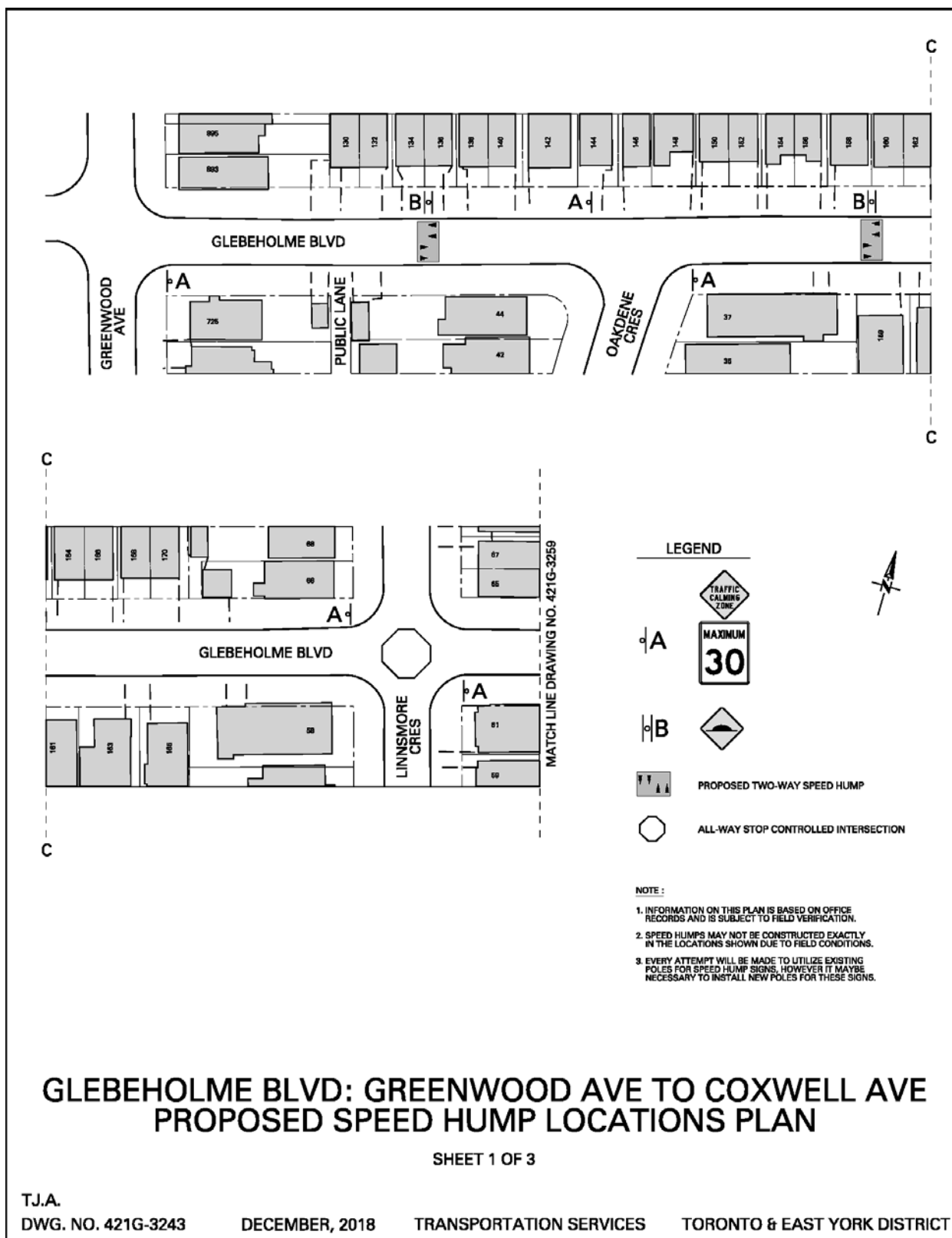
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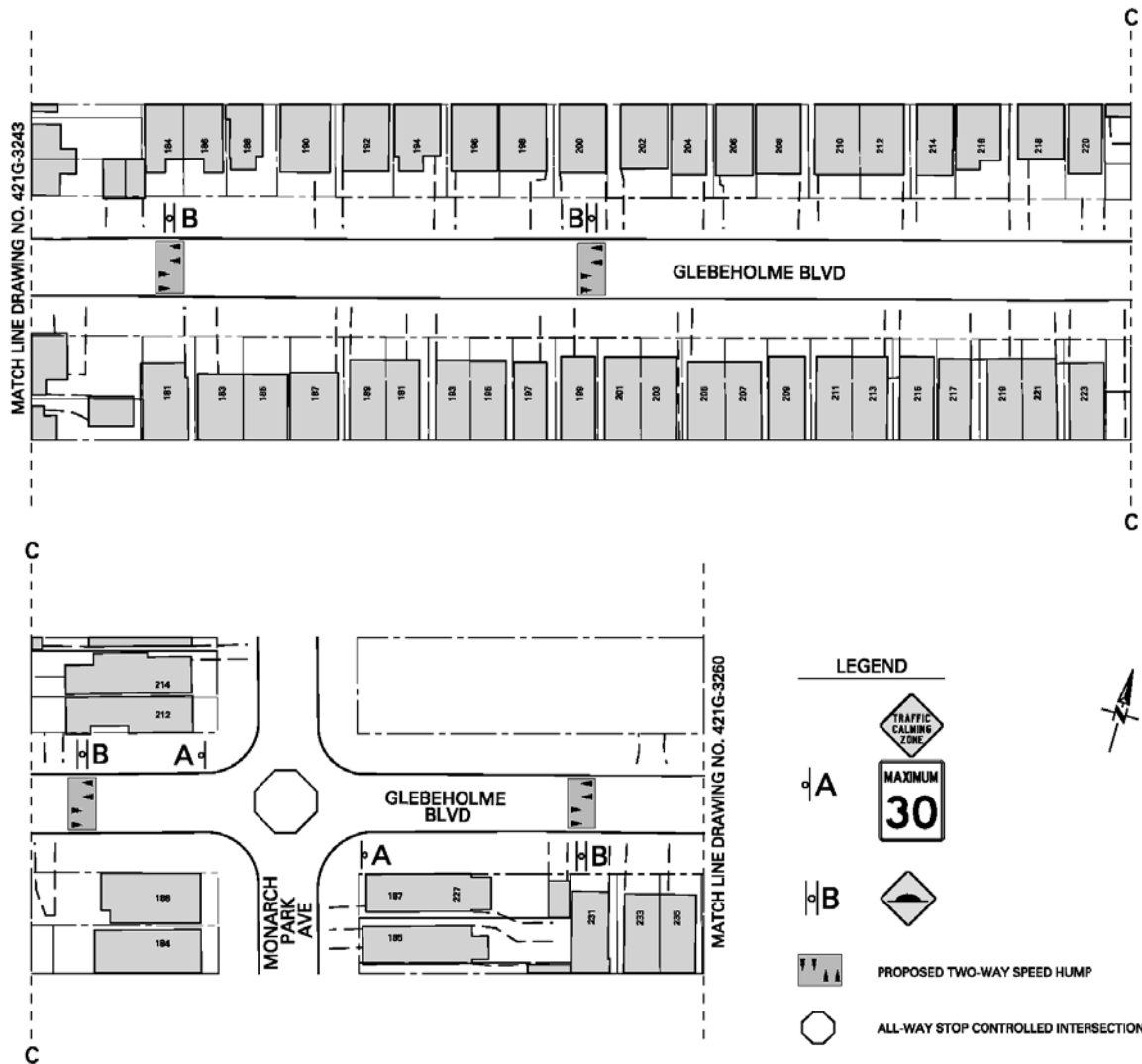
Roger Browne, P.Eng., M.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

1. Drawing No. 421G-3243, dated December 2018
2. Drawing No. 421G-3259, dated December 2018
3. Drawing No. 421G-3260, dated December 2018
4. Appendix A - Traffic Calming Warrant Criteria
(Glebeholme Boulevard, between Greenwood Avenue and Linnsmore Crescent)
5. Appendix B - Traffic Calming Warrant Criteria
(Glebeholme Boulevard, between Linnsmore Crescent and Monarch Park Avenue)
6. Appendix C - Traffic Calming Warrant Criteria
(Glebeholme Boulevard, between Monarch Park Avenue and Coxwell Avenue)
7. Appendix D - Letter from Toronto Fire Services

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GLEBEHOLME BLVD: GREENWOOD AVE TO COXWELL AVE PROPOSED SPEED HUMP LOCATIONS PLAN

SHEET 2 OF 3

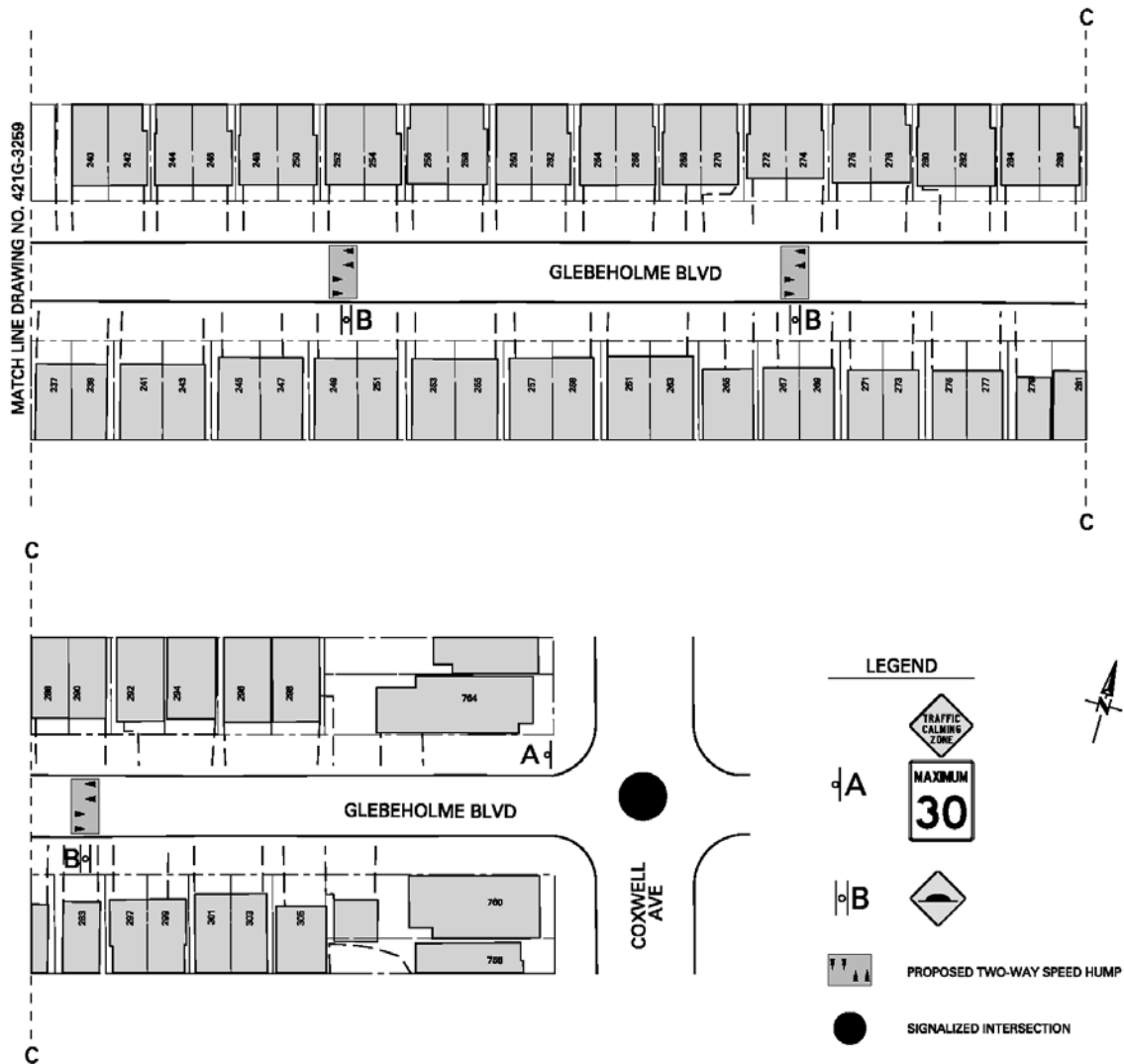
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DWG. NO. 421G-3259

DECEMBER, 2018

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT



GLEBEHOLME BLVD: GREENWOOD AVE TO COXWELL AVE PROPOSED SPEED HUMP LOCATIONS PLAN

SHEET 3 OF 3

T.J.A.

DWG. NO. 421G-3260

DECEMBER, 2018

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT

Appendix A: Traffic Calming Warrant Criteria

Glebeholme Boulevard between Greenwood Avenue and Linnsmore Crescent

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 – Petition received
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 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 – The road grade on Glebeholme Boulevard 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 are yet to be 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 on Glebeholme Boulevard show 85 th percentile speeds of 44 km/h from Greenwood Avenue to Linnsmore Crescent.
	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 – Volume studies on Glebeholme Boulevard indicate the total daily volume is approximately 1020 vehicles from Greenwood Avenue to Linnsmore Crescent.
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		Met – Glebeholme Boulevard, between Greenwood Avenue and Linnsmore Crescent, is about 210 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 on Chester Hill Road

Appendix B: Traffic Calming Warrant Criteria

Glebeholme Boulevard between Linnsmore Crescent and Monarch Park 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 – Petition received
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 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 – The road grade on Glebeholme Boulevard 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 are yet to be 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 on Glebeholme Boulevard show 85 th percentile speeds of 41 km/h from Linnsmore Crescent and Monarch Park Avenue.
	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 – Volume studies on Glebeholme Boulevard indicate the total daily volume is approximately 1020 vehicles from Linnsmore Crescent and Monarch Park Avenue.
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		Met – Glebeholme Boulevard, between Linnsmore Crescent and Monarch Park Avenue, is about 210 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 on Glebeholme Boulevard.

Appendix C: Traffic Calming Warrant Criteria

Glebeholme Boulevard between Monarch Park Avenue and Coxwell 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 – Petition received
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 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 – The road grade on Glebeholme Boulevard 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 are yet to be 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 on Glebeholme Boulevard show 85 th percentile speeds of 40 km/h from Monarch Park Avenue to Coxwell Avenue.
	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 – Volume studies on Glebeholme Boulevard indicate the total daily volume is approximately 870 vehicles Monarch Park Avenue to Coxwell Avenue.
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		Met – Glebeholme Boulevard, Monarch Park Avenue to Coxwell Avenue, is about 290 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 on Glebeholme Boulevard.



Lou Di Gironimo
Interim Deputy City Manager

Fire Services
75 Toryork Drive
Toronto, Ontario

Tel: 416-338-9510
Fax: 416-338-9527

January 8, 2019

Rayman Dhadda
Engineering Technologist Technician,
Traffic Operations
Transportation Services

**RE: Glebeholme Boulevard, between Greenwood Avenue and Coxwell Avenue
(3 segments) - 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 vehicles. Response time increase with every obstacle fire vehicles encounters on route to any emergency incident. Increase at each hump may only be seconds, however 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