

Traffic Calming (Speed Humps) - Howland Avenue

Date: December 7, 2018
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 on Howland Avenue, between Dupont Street and Bloor Street West, 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 Howland Avenue, between Dupont Street and Bloor Street West.

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 Howland Avenue, between Dupont Street and Bloor Street West.

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

Transportation Services was requested by Councillor Joe Cressy to report on the feasibility of installing traffic calming measures on Howland Avenue, between Dupont Street and Bloor Street West, to address residents' concerns regarding the speed of vehicles.

Howland Avenue, between Dupont Street and Bloor Street West, is a local road that operates one-way southbound from Dupont Street to Barton Avenue and one-way northbound from Bloor Street West to Barton Avenue. It has a pavement width of approximately 6.5 metres and a posted speed limit of 30 km/h. There is no TTC service provided on Howland Avenue.

Analysis

Transportation Services conducted a mid-block speed and volume study on Howland Avenue, between Dupont Street and Bloor Street West, over a three-day mid-week period in April 2017. The study found the vehicular operating speed to be 41 km/h and the average daily traffic volume to be 1,111 vehicles. The operating speed, also known as the 85th percentile speed, is the speed at which 85 percent 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 Howland 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 to justify the installation of traffic calming devices.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2017, did not find any reported collisions attributed to speeding on Howland Avenue, between Dupont Street and Bloor Street West.

The attached technical summary entitled "Appendix A Table 1: Traffic Calming Warrant Criteria – Howland Avenue, between Dupont Street and Bloor Street West", 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 Howland Avenue, between Dupont Street and Bloor Street West, 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 Howland Avenue, between Dupont Street and Bloor Street West, 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 the roadway on Howland Avenue, between Dupont Street and Bloor Street West, for traffic calming purposes, generally as shown on the copy of Drawing Nos. 421G-3249 and 421G-3261, dated December, 2018, attached to the report entitled 'Traffic Calming (Speed Humps) - Howland Avenue' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing fourteen speed humps on Howland Avenue is \$56,000.00. The installation of speed humps on Howland Avenue would be subject to availability in Transportation Services 2019 Capital Funding estimates and competing priorities.

Conduct Poll

The City of Toronto's Traffic Calming Policy stipulates the option that residents who would be directly affected by installing speed humps on Howland Avenue, between Dupont Street and Bloor Street West, be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zone), of which at least 60 percent of the respondents must support installing a speed hump in order to proceed with the installation. Should the Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Howland Avenue, between Dupont Street and Bloor Street West. If the poll supports the speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

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. Howland Avenue, between Dupont Street and Bloor Street West, 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. Comments have not yet been received from emergency services.

Following the recent municipal election results, and changes to the City of Toronto ward boundaries, Howland Avenue now falls within Ward 11, University - Rosedale. In this regard, Councillor Mike Layton has been advised of the recommendation of this staff report.

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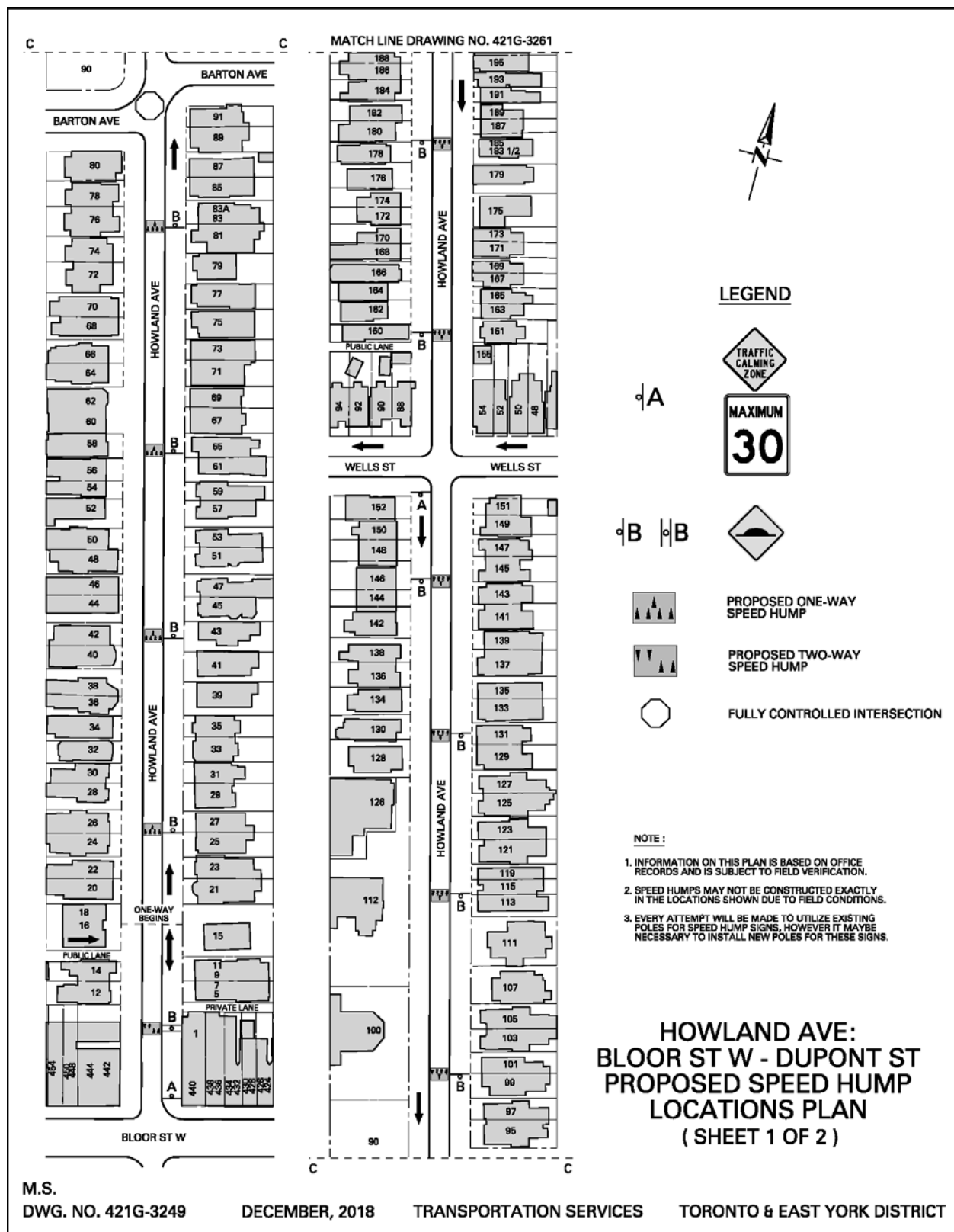
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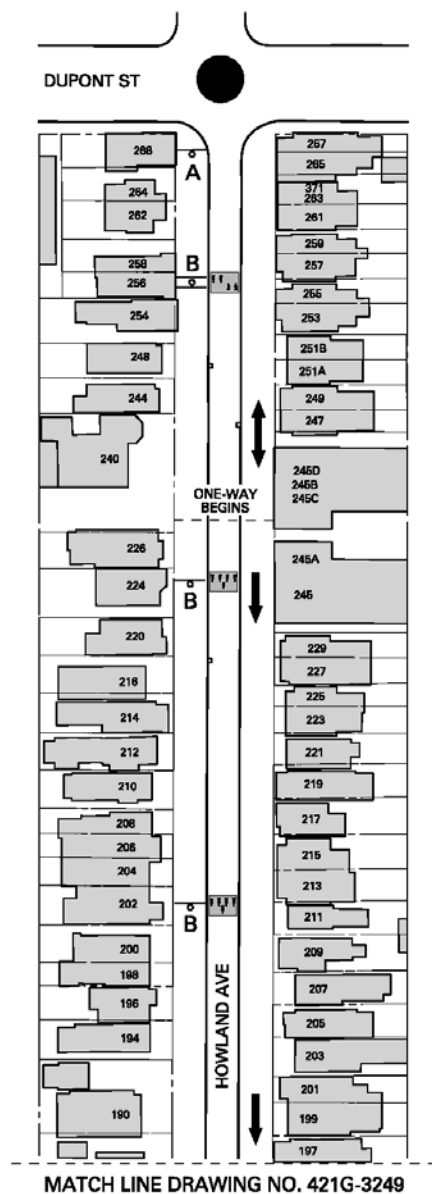
Roger Browne, P.Eng., M.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

1. Drawing No. 421G-3249, dated December 2018
2. Drawing No. 421G-3261, dated December 2018
2. Appendix A - Table 1: Traffic Calming Warrant Criteria - Howland Avenue, between Dupont Street and Bloor Street West

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DWG. NO. 421G-3261

DECEMBER, 2018

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT

Table 1: Traffic Calming Warrant Criteria

Howland Avenue, between Dupont Street and Bloor Street West

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
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 Howland 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 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 Howland Avenue show 85 th percentile speeds of 41 km/h
	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 approximately 1,111 vehicles total daily volume
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Met – Howland Avenue, between Dupont Street and Wells Street is about 338 metres Howland Avenue, between Wells Street and Barton Street is about 220 metres Howland Avenue, between Barton Street and Bloor Street West is about 315 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 Howland Avenue