

Traffic Calming (Speed Humps) - Langford Avenue

Date: December 3, 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 Langford Avenue, between Danforth Avenue and Aldwych 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 Langford Avenue.

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 Langford Avenue, between Danforth Avenue and Aldwych 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

Langford Avenue, between Danforth Avenue and Aldwych 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 870 vehicles. Heavy trucks are prohibited on at all times. There is no TTC service provided on Langford Avenue.

Analysis

Transportation Services conducted mid-block speed and volume studies on Langford Avenue, between Danforth Avenue and Aldwych 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 Langford Avenue does not satisfy the installation criteria for traffic calming devices. The individual results of the two mid-blocks are summarized in the following table:

Segment of Langford Ave	85th% Speed	Daily Traffic Volume	Warranted
Between Danforth Ave and Fielding Ave	40 km/h	1,002 vehicles	No
Between Fielding Ave and Aldwych Ave	43 km/h	735 vehicles	No
Segments Average	41 km/h	869 vehicles	No

The warrants were not met based on the following criteria:

- **Operating Speed:** The operating speeds of 40 and 43 km/h, for each respective mid-block between Danforth Avenue and Aldwych 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 735 vehicles, for the segment from Fielding Avenue to Aldwych Avenue, is less than the required minimum of 1,000 vehicles per day to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on Langford Avenue, between Danforth Avenue and Aldwych Avenue, is not warranted.

A review of the Toronto Police Services collision records for the three-year period ending December 31, 2017 disclosed that five collisions occurred on Langford Avenue. Further review of these five collisions indicated that three had occurred between Danforth Avenue and Fielding Avenue, while two had occurred between Fielding Avenue and Aldwych Avenue. The review also noted that none of the collisions could be potentially attributed to excessive speeds.

Appendix A entitled "Traffic Calming Warrant Criteria - Langford Avenue" outlines the results of our assessment for the mid-blocks of Langford Avenue, between Danforth Avenue and Aldwych Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Langford Avenue, between Danforth Avenue and Aldwych 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 Langford Avenue, between Danforth Avenue and Aldwych 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 Langford Avenue, between Danforth Avenue and Aldwych Avenue, for traffic calming purposes, generally as shown on the copy of 'Drawing No. 421G-3244', dated December 2018, attached to the report entitled 'Traffic Calming - Langford Avenue' from the Acting Director, Traffic Management, Transportation Services.

The estimated cost for installing seven speed humps on Langford Avenue is \$28,000.00. The installation of speed humps on Langford Avenue 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 Langford Avenue, between Danforth Avenue and Aldwych Avenue, must be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zone), 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 Langford Avenue, between Danforth Avenue and Aldwych Avenue. If the poll supports 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. Langford Avenue, from Danforth Avenue to Fielding Avenue, scored 15.02 ranking points out of a possible 100 and Langford Avenue, between Fielding Avenue and Aldwych Avenue, scored 18.35 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 have not been received from Toronto Fire Services, Toronto Paramedic Services and Toronto Police Services.

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

CONTACT

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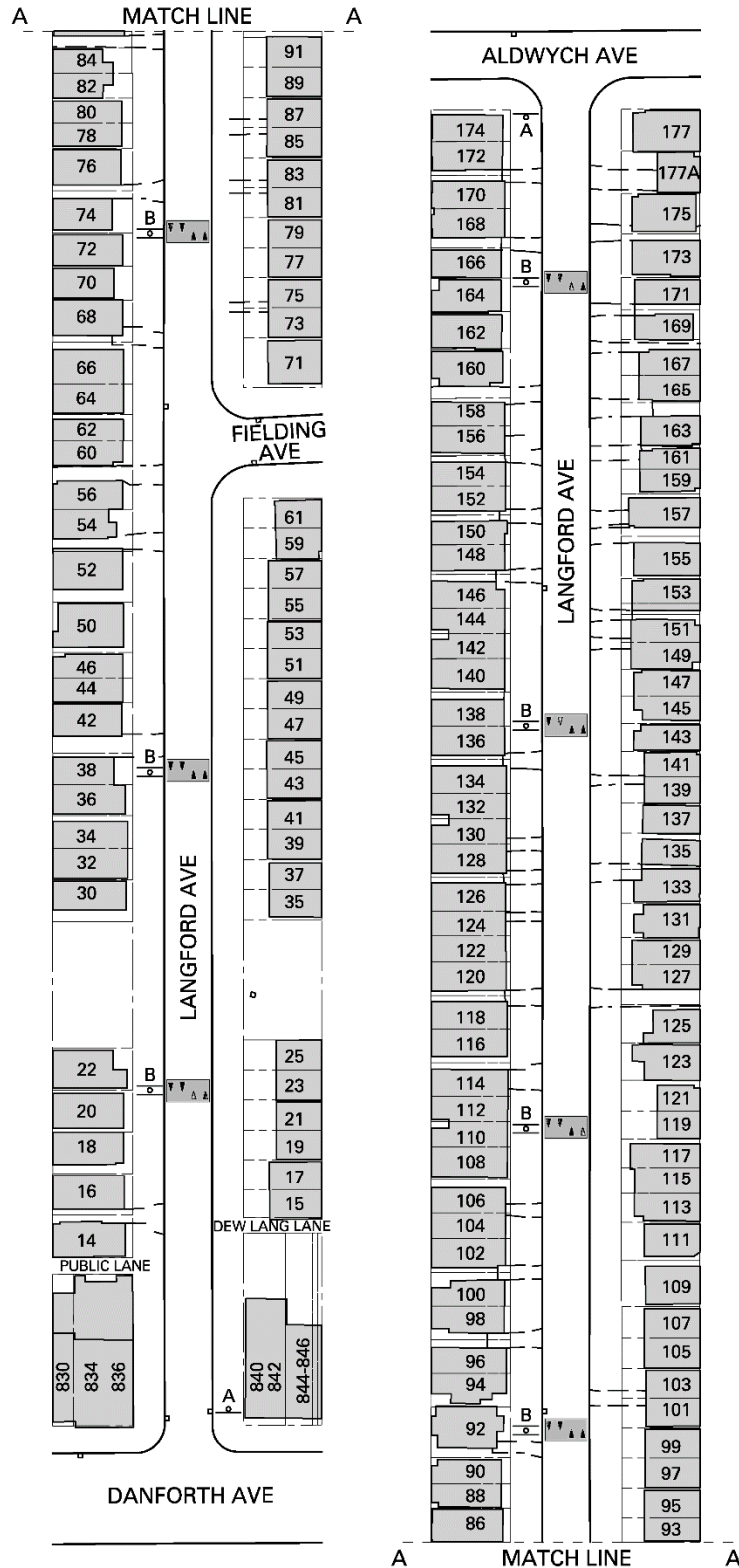
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Roger Browne, P.Eng., M.Eng.
Acting Director, Traffic Management
Transportation Services

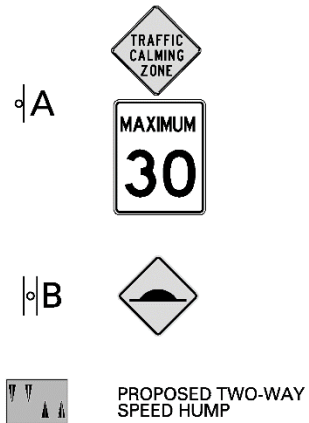
ATTACHMENTS

1. Drawing No. 421G-3244, dated December 2018
2. Appendix A - Traffic Calming Warrant Criteria
(Langford Avenue, between Danforth Avenue and Fielding Avenue)
3. Appendix B - Traffic Calming Warrant Criteria
(Langford Avenue, between Fielding Avenue and Aldwych Avenue)

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LEGEND



NOTE :

1. INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.
2. SPEED HUMPS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS.
3. EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

LANGFORD AVE: DANFORTH AVE - ALDWYCH AVE PROPOSED SPEED HUMP LOCATIONS PLAN

O.P.

DWG. NO. 421G-3244

DECEMBER, 2018

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT

Appendix A: Traffic Calming Warrant Criteria

Langford Avenue between Danforth Avenue and Fielding 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 Langford 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 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 Langford Avenue show 85 th percentile speeds of 40 km/h from Danforth Avenue and Fielding 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 Langford Avenue indicate the total daily volume is approximately 1002 vehicles from Danforth Avenue and Fielding 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 – Langford Avenue, between Danforth Avenue and Fielding Avenue, is about 180 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 Langford Avenue.

Appendix B: Traffic Calming Warrant Criteria

Langford Avenue between Fielding Avenue and Aldwych 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 Langford 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 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 Langford Avenue show 85 th percentile speeds of 43 km/h from Fielding Avenue and Aldwych 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 Langford Avenue indicate the total daily volume is approximately 735 vehicles from Fielding Avenue and Aldwych 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 – Langford Avenue, between Fielding Avenue and Aldwych Avenue, is about 335 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 Langford Avenue.