

Amendments to Existing Speed Hump Plan - Herbert Avenue

Date: February 26, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 19, Beeches - East York

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 is requesting an amendment to the existing by-law authorizing the installation of an additional speed hump on Herbert Avenue, north of Queen Street East; as well as, the relocation of an existing speed hump located 49.5 metres to the north, to be in effect at a point 76 metres north of Queen Street East.

This proposal will address concerns expressed by area residents regarding vehicle speeds on Herbert Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services, recommends that:

1. Toronto and East York Community Council authorize the relocation of one existing speed hump and the installation of one additional speed hump on Herbert Avenue, between Hartford Avenue and Queen Street East, as set out in Drawing 421G-3287 included in this report.

FINANCIAL IMPACT

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

DECISION HISTORY

City of Toronto Council, at its meeting held on May 30, 31 and June 1, 2001, adopted Clause 28 of Downtown Community Council Report 4 and, in so doing, authorized the installation of four speed humps on Herbert Avenue, between Queen Street East and Hartford Avenue. By-law No. 360-2001 was enacted in connection with this Clause.

COMMENTS

Councillor Brad Bradford, on behalf of area residents, requested Transportation Services to investigate and report on the feasibility of installing another speed hump on Herbert Avenue, between Queen Street East and Hartford Avenue.

Existing Conditions

Herbert Avenue is designated as a local road with a posted speed limit of 30 km/h, municipal sidewalks are located on both sides of the road, and the pavement width is approximately 7.3 metres. It operates one-way northbound north of the first lane north of Queen Street East. Heavy vehicles are prohibited at all times. There is no TTC service provided on Herbert Avenue.

A review of Toronto Police Services collision records for a three-year period ending December 31, 2018 disclosed one collision on this roadway, however it didn't involve speeding.

As per City of Toronto's Traffic Calming policy, in order to accomplish an operating speed of 30 km/h, speed humps are usually placed at 60 to 90 metre intervals along a street. However, location of speed humps is also governed by the location of driveways, storm water drains and maintenance-holes on a street. The current speed humps are installed at spacing of 49.5 m, 85 m, 72.64 m and 64 m, which is sufficient and complies with the City of Toronto's policy.

Notwithstanding, upon further review of the road conditions, and when taking into consideration the placement of driveways, storm water drains and maintenance-holes on Herbert Avenue, staff noted the feasibility of installing an additional speed hump on Herbert Avenue, between Queen Street East and the first laneway north of Queen Street East. The installation of this speed hump will result in the relocation of the existing speed hump north of the first laneway further north, in order to maintain an appropriate distance between speed humps.

Conduct Poll

The City of Toronto's Traffic Calming Policy stipulates the option that residents who would be directly affected by installation and relocation of speed humps on Herbert Avenue, between Queen Street East and Hartford Avenue, be formally polled.

A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zones), of which at least 60 percent of the respondents must support installing an additional speed hump between Queen Street East and the first public laneway north of Queen Street East and relocating the existing speed hump from No. 2/2 1/2 and No. 1/3 Herbert Avenue to No. 8/10 and No. 9/11, respectively. Should Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Herbert Avenue, between Queen Street East and Hartford Avenue. If the poll supports speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

Transportation Services has no objection to the relocation of one existing and the installation of one new speed hump on Herbert Avenue, between Queen Street East and Hartford Avenue. We would retain all the existing speed humps north of this location. The proposed changes will facilitate in reducing the speed of vehicles entering from Queen Street East and address residents' concerns. This installation will be coordinated with the 2019 road resurfacing of Herbert Avenue.

Councillor Brad Bradford has been advised of the recommendation in this staff report.

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SIGNATURE

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ATTACHMENTS

1. Drawing No. 421G-3287, dated January 2019.

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