

Traffic Calming (Speed Humps) - Tranmer Avenue

Date: February 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, specifically speed humps on Tranmer Avenue, between Avenue Road and Oriole Parkway, 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 Tranmer 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 Tranmer Avenue, between Avenue Road and Oriole Parkway.

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

Existing Conditions

Tranmer Avenue, between Avenue Road and Oriole Parkway, is a local road that operates with two-way traffic. It has a posted speed limit of 30 km/h and an average daily two-way traffic volume of approximately 2,634 vehicles. The pavement width on Tranmer Avenue is approximately 8.5 metres, and there are sidewalks provided on both sides of the road. Heavy vehicles are prohibited at all times. There is no TTC service provided on Tranmer Avenue.

Analysis

Transportation Services conducted three days of mid-block speed and volume studies on Tranmer Avenue, between Avenue Road and Oriole Parkway, in November 2018.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that Tranmer Avenue, between Avenue Road and Oriole Parkway, does not satisfy the installation criteria for traffic calming devices. It should be noted that the study is based on the warranted speed limit of 40 km/h. The individual results of each segment are summarized in the following table:

Segment of Tranmer Avenue	85th Percentile Speed	Daily Traffic Volume	Warranted
Avenue Road to Highbourne Road	41 km/h	2,435 vehicles	No
Highbourne Road to Oriole Parkway	43 km/h	2,833 vehicles	No
Segment Average	42 km/h	2,634 vehicles	No

The warrants were not met based on the following criteria:

- **Minimum Speed:** The operating speeds of 41 km/h and 43 km/h respectively for the subject segments of Tranmer Avenue, are less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria; and
- **Minimum Street Segment Length:** The street segment length of 82 metres and 90 metres respectively for the subject segments of Tranmer Avenue, are less than the required minimum of 120 metres between adjacent stop controls (traffic signal or stop control sign).

Therefore, the installation of traffic calming on Tranmer Avenue, between Avenue Road and Oriole Parkway, is not warranted.

A review of Toronto Police Services collision records for a three-year period ending December 31, 2018 did not disclose any reported collisions on the subject sections of Tranmer Avenue related to speeding.

Appendix A entitled "Traffic Calming Warrant Criteria (Tranmer Avenue, between Avenue Road and Highbourne Road)" outlines the results of our assessment for Tranmer Avenue, between Avenue Road and Highbourne Road.

Appendix B entitled "Traffic Calming Warrant Criteria (Tranmer Avenue, between Highbourne Road and Oriole Parkway)" outlines the results of our assessment for Tranmer Avenue, between Highbourne Road and Oriole Parkway.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Tranmer Avenue, between Avenue Road and Oriole Parkway, 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 Tranmer Avenue, between Avenue Road and Oriole Parkway, 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 Tranmer Avenue, between Avenue Road and Oriole Parkway, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-3275, dated February 2019, attached to the report entitled 'Traffic Calming (Speed Humps) - Tranmer Avenue' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing 2 speed humps on Tranmer Avenue is \$8,000. The installation of speed humps on Tranmer Avenue would be subject to availability in Transportation Services 2019 Capital Funding 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 Tranmer Avenue, between Avenue Road and Oriole Parkway, 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 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 Tranmer Avenue, between Avenue Road and Oriole Parkway. 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. Tranmer Avenue, between Avenue Road and Oriole Parkway, scored 25 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 services, 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 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 Toronto Fire Services, Toronto Paramedic Services and Toronto Police Services.

Councillor Josh Matlow has been advised of the recommendation in 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

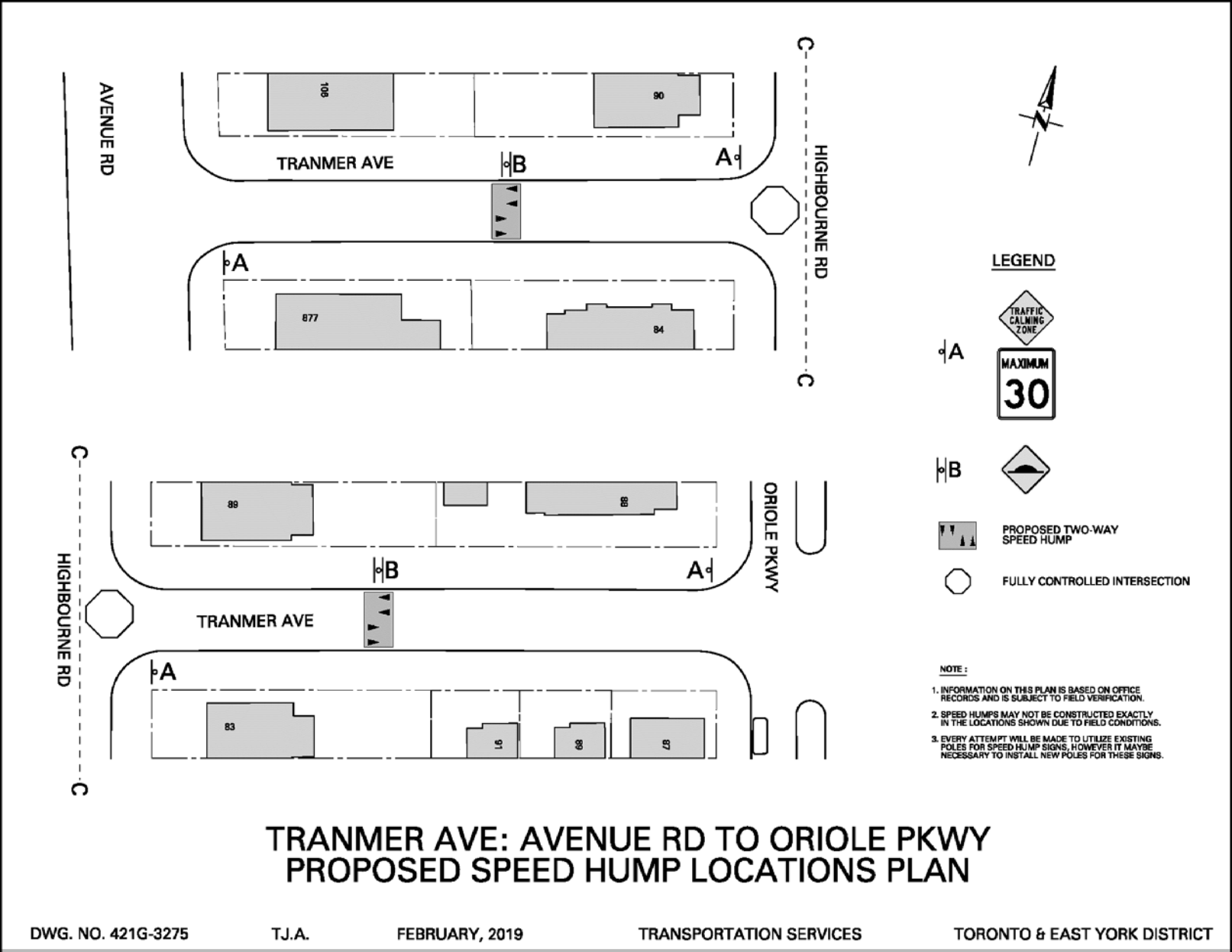
SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3275, dated February 2019
2. Appendix A - Traffic Calming Warrant Criteria
(Tranmer Avenue, between Avenue Road and Highbourne Road)
3. Appendix B - Traffic Calming Warrant Criteria
(Tranmer Avenue, between Highbourne Road and Oriole Parkway)

P:\2019\Cluster B\Tra\Toronto and East York\Top\Ts2019086te.top.doc – mb



Appendix A
Traffic Calming Warrant Criteria
 (Tranmer Avenue, between Avenue Road and Highbourne Road)

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	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
Safety Requirements	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 Tranmer Road is less than 5%
(all three criteria must be fulfilled to satisfy this Warrant)	2.3 Emergency Response	No significant Impacts on Emergency Services - as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.		Comments to be requested from Toronto Police, Fire and Paramedic Services
Warrant 3	3.1 Minimum Speed	85 th percentile 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 percentile 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 Tranmer Avenue between Avenue Road and Highbourne Road show an average 85th percentile speed of 41 km/h
Technical Requirements	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 an average total daily volume of approximately 2,435 vehicles
(all four criteria must be fulfilled to satisfy this warrant)	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 metres between stop controls (signals or stop signs)		Not Met – The segment length between stop controls is approximately 82 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 Tranmer Avenue

Appendix B
Traffic Calming Warrant Criteria
 (Tranmer Avenue, between Highbourne Road and Oriole Parkway)

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.		Met – Petition received
		OR		
		A direct request from the Ward Councillor.		
		Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.		
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).		Met – There are sidewalks present on both sides of the road
		OR		
	Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered.			
	2.2 Road Grade	Road grade 5% or less		Met – The road grade on Tranmer Road is less than 5%
OR				
		Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.		
2.3 Emergency Response	No significant Impacts on Emergency Services - as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.		Comments to be requested from Toronto Police, Fire and Paramedic Services	
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th percentile 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.		Not Met – Speed studies on Tranmer Avenue between Highbourne Road and Oriole Parkway show an average 85th percentile speed of 43 km/h
		OR		
		On streets where the 85 th percentile 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.		
	3.2 Min. and Max. traffic Volume	Local Roads	Collector Roads	Met – Local road with an average total daily volume of approximately 2,833 vehicles
		Traffic volume between 1,000 Veh/day and 8,000 Veh/day	Traffic volume between 2,500 Veh/day and 8,000 Veh/day	
3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 metres between stop controls (signals or stop signs)		Not Met – The segment length between stop controls is approximately 90 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 Tranmer Avenue	