

Traffic Calming (Speed Humps) - Wychcrest Avenue

Date: June 3, 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 on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), 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 Wychcrest 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 Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection).

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

Transportation Services was requested by former Councillor Joe Mihevc to report on the feasibility of installing traffic calming measures on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), to address residents' concerns regarding the speed of vehicles.

Existing Conditions

Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), is a two-way local road with a 30 km/h maximum speed limit. The pavement width on Wychcrest Avenue is 8.5 metres and there are sidewalks provided on both sides of the road. There is no TTC service provided on Wychcrest Avenue.

Analysis

Transportation Services conducted a mid-block speed and volume study on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), over a three-day mid-week period in December 2018. The study findings were assessed against the City of Toronto Traffic Calming Policy and it was found that Wychcrest Avenue does not satisfy the installation criteria for traffic calming devices based on the following criteria:

- **Minimum Speed:** The operating speed (also known as the 85th percentile speed and the speed at which 85 percent of vehicles travel at, or below) of 35 km/h is less than the required minimum of 40 km/h over the warranted speed limit to satisfy the traffic calming installation criteria. It should be noted that the study is based on the warranted speed limit of 40km/h; and
- **Minimum Volume:** The traffic volume of 653 vehicles/day is less than the required minimum of 1,000 vehicles/day on local roads.

Therefore, the installation of traffic calming on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), is not warranted.

A review of Toronto Police Service collision records for the five-year period ending December 31, 2018 disclosed there was one reported collision on Wychcrest Avenue. However, this collision was not caused by speeding.

Appendix A entitled "Traffic Calming Warrant Criteria (Wychcrest Avenue)" outlines the results of our assessment for Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection).

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council recommends installing traffic calming on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), it may approve the following:

"That the Toronto and East York Community Council:

1. Direct the Acting Director, Traffic Management, Transportation Services, request the City Clerk to poll eligible householders on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), 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:

(a) The installation of speed humps on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection) be authorized; and

(b) The City Solicitor be directed to prepare a by-law to alter the roadway on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), for traffic calming purposes, generally as shown on the copy of 'Drawing No. 421G-3448, dated June 2019', attached to the report entitled 'Traffic Calming (Speed Humps) - Wychcrest Avenue' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing four speed humps on Wychcrest Avenue is \$16,000.00. The installation of speed humps on Wychcrest Avenue would be subject to availability in Transportation Services' 2020 Capital Funding estimates and competing priorities.

Conduct Poll

The City of Toronto Traffic Calming Policy stipulates that residents who would be directly affected by installing speed humps on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), 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 speed humps in order to proceed with the installation. This section of Wychcrest Avenue is not designated as a Community Safety Zone. Should Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection). If the poll supports the 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. Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection), scored 22 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 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.

Councillors Josh Matlow has been advised of the recommendations of this staff report.

CONTACT

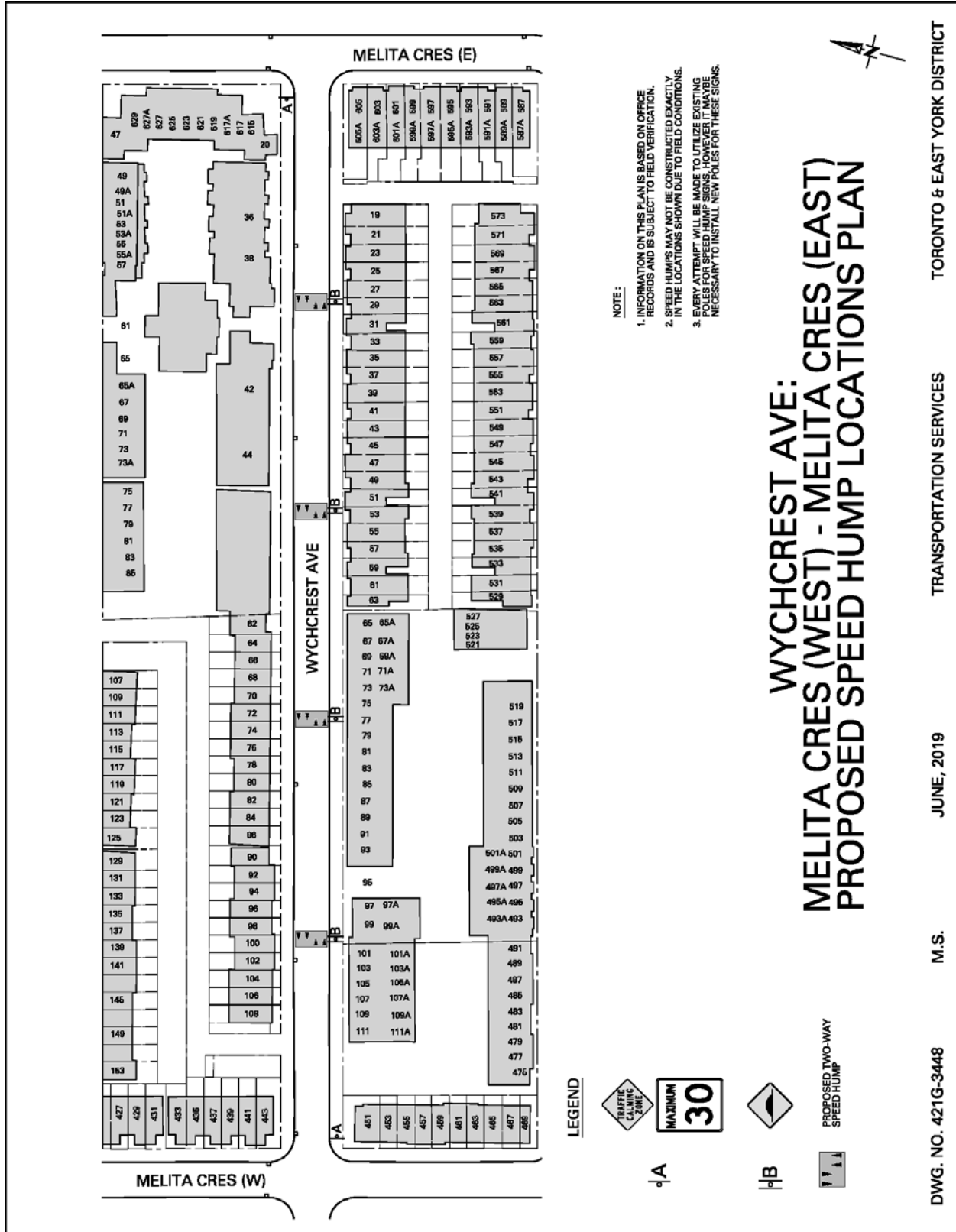
Shawn Dillon
Manager, Traffic Operations (Area 1)
Traffic Management
Transportation Services
Telephone: (416) 397-5021
Fax: (416) 392-1920
E-mail: Shawn.Dillon@toronto.ca

SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3448, dated June 2019.
2. Appendix A - Table 1: Traffic Calming Warrant Criteria (Wychcrest Avenue)



Appendix 'A' - Traffic Calming Warrant Criteria
Wychcrest 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 – 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 Wychcrest 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 Wychcrest Avenue show 85 th percentile speeds of 35 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
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	
			Not Met – Local road with approximately 653 vehicles total daily volume.
			Met – Wychcrest Avenue, between Melita Crescent (west intersection) and Melita Crescent (east intersection) is about 260 metres.
			Met – No TTC service on Wychcrest Avenue.