

Traffic Calming (Speed Humps) - Treadway Boulevard

Date: August 27, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 19, Beaches - 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 reviewed the need for traffic calming, specifically the installation of speed humps, on Treadway Boulevard, between O'Connor Drive and Plains Road, 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 Treadway Boulevard.

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 Treadway Boulevard, between O'Connor Drive and Plains Road.

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

Treadway Boulevard between Plains Road and O'Connor Drive, is classified as local roadway and operates two-way. It has a posted speed limit of 30 km/h and an average daily two-way traffic volume of approximately 867 vehicles. The pavement width on Treadway Boulevard is about 9 metres and there are sidewalks provided on both sides of the road. There is no TTC service provided on Treadway Boulevard.

Analysis

Transportation Services conducted mid-block speed and volume studies on Treadway Boulevard, between Plains Road and O'Connor Drive, in April 2019.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that Treadway Boulevard, between Plains Road and O'Connor Drive 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 warrant was not met 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 45 km/h is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria; and
- Minimum Volume: The average daily traffic volume of 867 vehicles is less than the required minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on Treadway Boulevard, between Plains Road and O'Connor Drive, is not warranted.

A review of Toronto Police Service collision records for the three-year period ending December 31, 2018 did not disclose any reported collisions attributed to speeding on the subject section of Treadway Boulevard.

Appendix A entitled "Traffic Calming Warrant Criteria (Treadway Boulevard between Plains Road and O'Connor Drive)" outlines the results of our assessment for Treadway Boulevard, between Plains Road and O'Connor Drive.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council should recommends installing speed humps on Treadway Boulevard, between Plains Road and O'Connor Drive, 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 Treadway Boulevard between Plains Road and O'Connor Drive, 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) Authorize the installation of speed humps on Treadway Boulevard, between Plains Road and O'Connor Drive; and

(b) Direct the City Solicitor to prepare a by-law to alter the roadway on Treadway Boulevard, between Plains Road and O'Connor Drive, for traffic calming purposes, generally as shown on the copy of 'Drawing 421G-3487, dated July 2019', attached to the report entitled 'Traffic Calming (Speed Humps) - Treadway Boulevard' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing three speed humps on Treadway Boulevard is \$12,000. The installation of speed humps on Treadway Boulevard 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 the option that residents who would be directly affected by installing speed humps 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. Should Toronto and East York Community Council approve the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Treadway Boulevard, between Plains Road and O'Connor Drive. If the poll supports the installation of 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 and bicycle routes. Treadway Boulevard between Plains Road and O'Connor Drive, scored 14 ranking points out of a possible 100.

No alterations to parking regulations would be required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps would have minimal effect on winter services, street cleaning and garbage collection.

Speed humps would 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 Service, 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.

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

CONTACT

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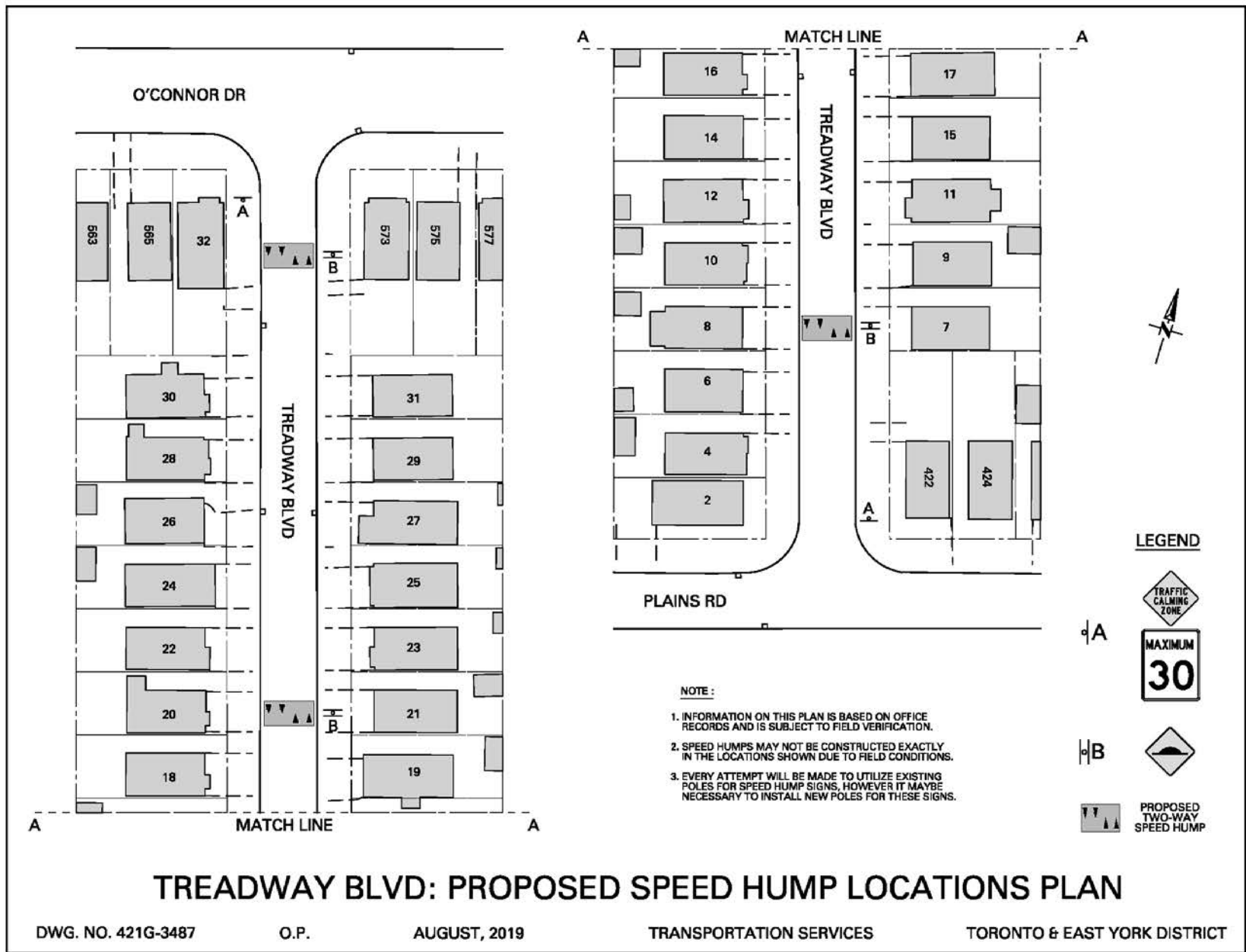
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Roger Browne, M.A.Sc., P.Eng.,
Acting Director,
Traffic Management
Transportation Services

ATTACHMENTS

1. Drawing No. 421G-3487, dated August 2019
2. Appendix A - Traffic Calming Warrant Criteria -
Treadway Boulevard, between Plains Road and O'Connor Drive

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Appendix A

Table 1: Traffic Calming Warrant Criteria

Treadway Boulevard, between O'Connor Drive and Plains 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.	Not Met – Waiting for Petition
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 Treadway Boulevard 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 Treadway Boulevard show 85 th percentile speeds of 45 km/h from O'Connor Drive to Plains Road
	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 – Local road with approximately 867 vehicles total daily volume from O'Connor Drive to Plains Road
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Met – Treadway Boulevard between O'Connor Drive to Plains Road, is about 196 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 Treadway Boulevard