

Traffic Calming (Speed Humps) - Gladstone Avenue

Date: August 27, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 9, Davenport

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 Gladstone Avenue, between Dundas Street West and Peel Avenue, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied on one segment of this roadway, but not satisfied on the other two segments. Therefore, residents should be polled to determine community support for traffic calming on Gladstone Avenue, between Cross Street and Waterloo Avenue. Traffic calming should not be installed on the rest of the subject roadway.

RECOMMENDATIONS

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

1. Toronto and East York Community Council direct the Acting Director, Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Gladstone Avenue, between Cross Street and Waterloo 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:

- (a) Toronto and East York Community Council authorize the installation of speed humps on Gladstone Avenue, between Cross Street and Waterloo Avenue; and

(b) Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter sections of the roadway on Gladstone Avenue, between Cross Street and Waterloo Avenue, for traffic calming purposes, generally as shown on Drawing 421G-3495, dated August 2019, attached to the report entitled "Traffic Calming (Speed Humps) - Gladstone Avenue" from the Acting Director, Traffic Management, Transportation Services.

3. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Gladstone Avenue, between Dundas Street West and Cross Street.

4. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Gladstone Avenue, between Waterloo Avenue and Peel Avenue.

FINANCIAL IMPACT

The estimated cost for installing the two speed humps on Gladstone Avenue, between Cross Street and Waterloo Avenue, is \$8,000. The installation of speed humps on Gladstone Avenue would be subject to availability in Transportation Services 2020 Capital Funding and competing priorities.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Existing Conditions

Gladstone Avenue, between Dundas Street West and Peel Avenue, is a local road that operates one-way southbound. It is designated as a Community Safety Zone, with a posted speed limit of 30 km/h and an average daily traffic volume of between 1,300 and 2,000 vehicles. The pavement width on Gladstone Avenue is approximately 7.3 metres, and there are sidewalks provided on both sides of the road. There is a contra-flow bicycle lane on Gladstone Avenue, between Waterloo Avenue and Argyle Street. Heavy vehicles are prohibited at all times. There is no TTC service provided on Gladstone Avenue.

Analysis

Transportation Services conducted mid-block speed and volume studies at three locations on Gladstone Avenue, between Dundas Street West and Peel Avenue.

The study findings were assessed against the City of Toronto Traffic Calming Policy and it was found that only one portion of Gladstone Avenue satisfied the installation criteria for traffic calming devices, based on the minimum speed criteria. The Traffic Calming Policy dictates that the operating speed (also known as the 85th percentile speed, or the speed at which 85 percent of vehicles travel at or below) must be at least 10 km/h over the warranted speed limit of 30 km/h.

The operating speed warrant results were as follows:

- Between Dundas Street West and Cross Street: The operating speed of 39 km/h is less than the required minimum of 10 km/h over the warranted speed limit;
- Between Cross Street and Waterloo Avenue: The operating speed of 41 km/h is more than the required minimum of 10 km/h over the warranted speed limit;
- Between Waterloo Avenue and Peel Avenue: The operating speed of 30 km/h is less than the required minimum of 10 km/h over the warranted speed limit;

Therefore, the installation of traffic calming on Gladstone Avenue is warranted only between Cross Street and Waterloo Avenue and not on the rest of the roadway.

A review of Toronto Police Service collision records for the three-year period ending June 30, 2019 did not disclose any reported collisions attributed to speeding on the subject section of Gladstone Avenue.

Appendix A entitled "Traffic Calming Warrant Criteria (Gladstone Avenue, between Dundas Street West and Peel Avenue)" outlines the results of our assessment for Gladstone Avenue, between Dundas Street West and Peel Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council should recommend installing speed humps on the entire stretch of Gladstone Avenue, between Dundas Street West and Peel Avenue, it may approve the following:

"That the Toronto and East York Community Council:

1. Direct the Acting Director, Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Gladstone Avenue, between Dundas Street West and Peel 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:

- (a) Authorize the installation of speed humps on Gladstone Avenue, between Dundas Street West and Peel Avenue; and

(b) Direct the City Solicitor to prepare a by-law to alter sections of the roadway on Gladstone Avenue, between Dundas Street West and Peel Avenue, for traffic calming purposes, generally as shown on the copy of 'Drawing 421G-3495, dated August 2019', attached to the report entitled 'Traffic Calming (Speed Humps) - Gladstone Avenue' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing eight speed humps on Gladstone Avenue is \$32,000.00. The installation of speed humps on Gladstone Avenue would be subject to availability in Transportation Services 2020 Capital Funding and competing priorities.

Conduct Poll

The City of Toronto's Traffic Calming Policy stipulates that residents who would be directly affected by the installation of speed humps be formally polled. This subject section of Gladstone Avenue is designated as a Community Safety Zone and, as a result, a minimum response of 25 percent of ballots is required, 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 Gladstone Avenue, between Dundas Street West and Peel Avenue. 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. Gladstone Avenue, between Dundas Street West and Peel Avenue, scored 46 ranking points out of a possible 100.

No amendments 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. On June 28, 2019 emergency services were advised of the proposed speed humps and asked for comments. Comments have not yet been received from any of these services.

Councillor Ana Bailão has been advised of the recommendations of this staff report.

CONTACT

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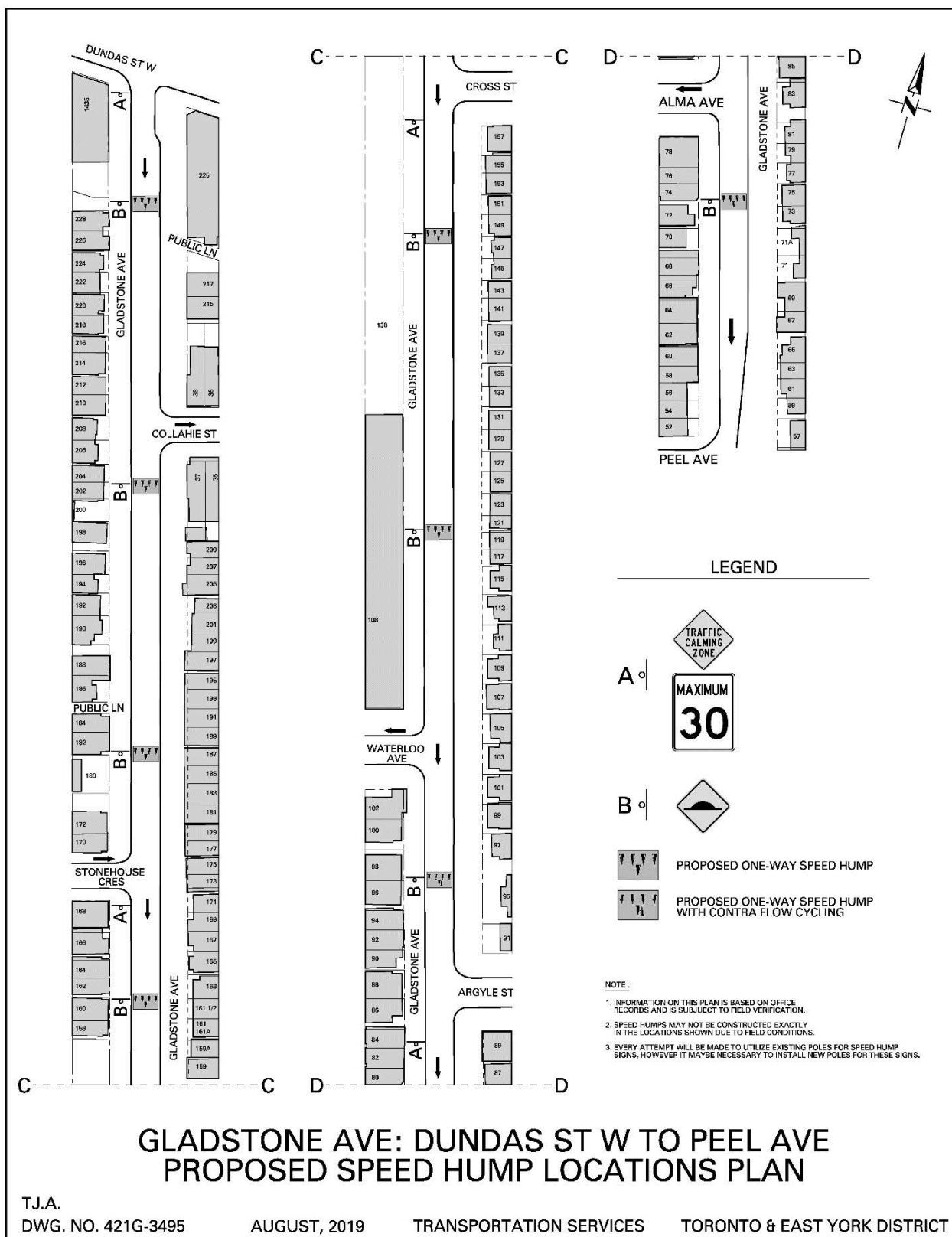
SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3495, dated August 2019
2. Appendix A - Traffic Calming Warrant Criteria
Gladstone Avenue between Dundas Street West and Peel Avenue

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**Traffic Calming Summary
Gladstone Avenue
From Dundas Street West to Peel Avenue**

All three of the following warrants must be achieved

Warrant	Criterion	Requirement	Dundas to Cross	Cross to Waterloo	Waterloo to Peel			
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street and/or Councillor's request. It should be noted that if significant impacts are expected on adjacent streets, these streets would be included in the study process.	Yes ☒ or No ☐	Yes ☒ or No ☐	Yes ☒ or No ☐			
Warrant 2 Safety Criteria [all three criteria must be fulfilled to satisfy warrant]	2.1 Sidewalks	Are there continuous sidewalks on at least one side of street [both sides for collector or higher classification] OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered	Yes ☒ or No ☐	Yes ☒ or No ☐	Yes ☒ or No ☐			
	2.2 Road Grade	Road grade does not exceed 5% [Traffic calming measures must not be installed at or near these locations where grade exceeds 5%]	Yes ☒ or No ☐	Yes ☒ or No ☐	Yes ☒ or No ☐			
	2.3 Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, <u>will not</u> significantly affect service delivery	Yes ☐ or No ☐	Yes ☐ or No ☐	Yes ☐ or No ☐			
Warrant 3 Technical Requirement [all four criteria must be fulfilled to satisfy warrant]	3.1 Minimum Speed	The 85 th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the volume warrant [3.2] must be fulfilled*	Yes ☐ or No ☒ (39 km/h)	Yes ☒ or No ☐ (41 km/h)	Yes ☐ or No ☒ (30 km/h)			
	3.2 Traffic Volumes	<table border="1" style="width: 100%;"> <tr> <th>Local Road</th><th>Collector Road</th></tr> <tr> <td>Traffic volume must be between 1,000 and 8,000 vehicles per day</td><td>Traffic volumes must be between 2,500 and 8,000 vehicles per day</td></tr> </table>	Local Road	Collector Road	Traffic volume must be between 1,000 and 8,000 vehicles per day	Traffic volumes must be between 2,500 and 8,000 vehicles per day	Yes ☒ or No ☐ (1900 vpd)	Yes ☒ or No ☐ (1850 vpd)
Local Road	Collector Road							
Traffic volume must be between 1,000 and 8,000 vehicles per day	Traffic volumes must be between 2,500 and 8,000 vehicles per day							
3.3 Minimum Block Length	On streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres	Yes ☒ or No ☐	Yes ☒ or No ☐	Yes ☒ or No ☐				
3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant [as determined in consultation with TTC staff]	Yes ☒ or No ☐	Yes ☒ or No ☐	Yes ☒ or No ☐				
Warranted [yes/no]			Yes ☐ or No ☒	Yes ☒ or No ☐	Yes ☐ or No ☒			
*If the 85 th percentile [speed at or below which the majority of motorists feel comfortable traveling under the existing roadway conditions] exceeds the warranted speed limit by a minimum of 15 km/h, the volume warrant [3.2] does not apply								