

Traffic Calming (Speed Humps) - Lonsdale Road

Date: August 27, 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 the installation of speed humps, on Lonsdale Road, between Spadina Road and Russell Hill 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 Lonsdale Road.

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 Lonsdale Road, between Spadina Road and Russell Hill Road.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendations in this report.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Lonsdale Road, between Spadina Road and Russell Hill Road, is a collector roadway that operates two-way in the east/west directions. It has a posted speed limit of 40 km/h and a daily two-way traffic volume of about 2,900 vehicles. The pavement width on this section of Lonsdale Road varies between 7.3 and 9.4 metres, and sidewalks are provided on both sides of the roadway. Heavy trucks are prohibited at all times. There is no TTC service provided on Lonsdale Road.

Analysis

Transportation Services recently conducted mid-block speed and volume studies on Lonsdale Road, between Spadina Road and Russell Hill Road, over three days during the mid-week. The studies found the vehicular operating speeds to be in the range of 42 to 45 km/h. The operating speed, also known as the 85th percentile speed, is the speed at which 85 percent of vehicles travel at, or below.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that Lonsdale Road does not satisfy the installation criteria for traffic calming devices. More specifically:

- The operating speed of 42 to 45 km/h is under the required minimum of 10 km/h over the warranted speed limit of 40 km/h.

Therefore, the installation of traffic calming on Lonsdale Road, between Spadina Road and Russell Hill Road, is not warranted.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2018 did not find any reported collisions on Lonsdale Road attributed to speeding.

Appendix A outlines the assessment of the technical criteria in more detail.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council should determine that installing speed humps on Lonsdale Road, between Spadina Road and Russell Hill Road, would be beneficial, it may approve the following:

"That the Toronto and East York Community Council:

1. Direct the Acting Director of Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Lonsdale Road, between Spadina Road and Russell Hill Road, 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) Direct the City Solicitor to prepare a by-law to alter sections of the roadway on Lonsdale Road, between Spadina Road and Russell Hill Road, for traffic calming purposes, generally as shown on the copy of Drawing 421G-3498, dated August 2019, attached to the report entitled 'Traffic Calming (Speed Humps) - Lonsdale Road' from the Acting Director, Traffic Management, Transportation Services; and

(b) Reduce the speed limit from 40 km/h to 30 km/h on Lonsdale Road, between Spadina Road and Russell Hill Road."

The estimated cost for installing four speed humps on Lonsdale Road is \$16,000.00. The installation of speed humps on Lonsdale Road would be subject to availability in Transportation Services' 2019 or 2020 Capital Funding and competing priorities.

Conduct Poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps must 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. This section of Lonsdale Road is not designated as a Community Safety Zone. Should Toronto and East York Community Council approve the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Lonsdale Road, between Spadina Road and Russell Hill Road.

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. Lonsdale Road, between Spadina Road and Russell Hill Road, scored 27 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 service vehicles, 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 been received from any of these services at this time.

Councillor Josh Matlow has been advised of the recommendation 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

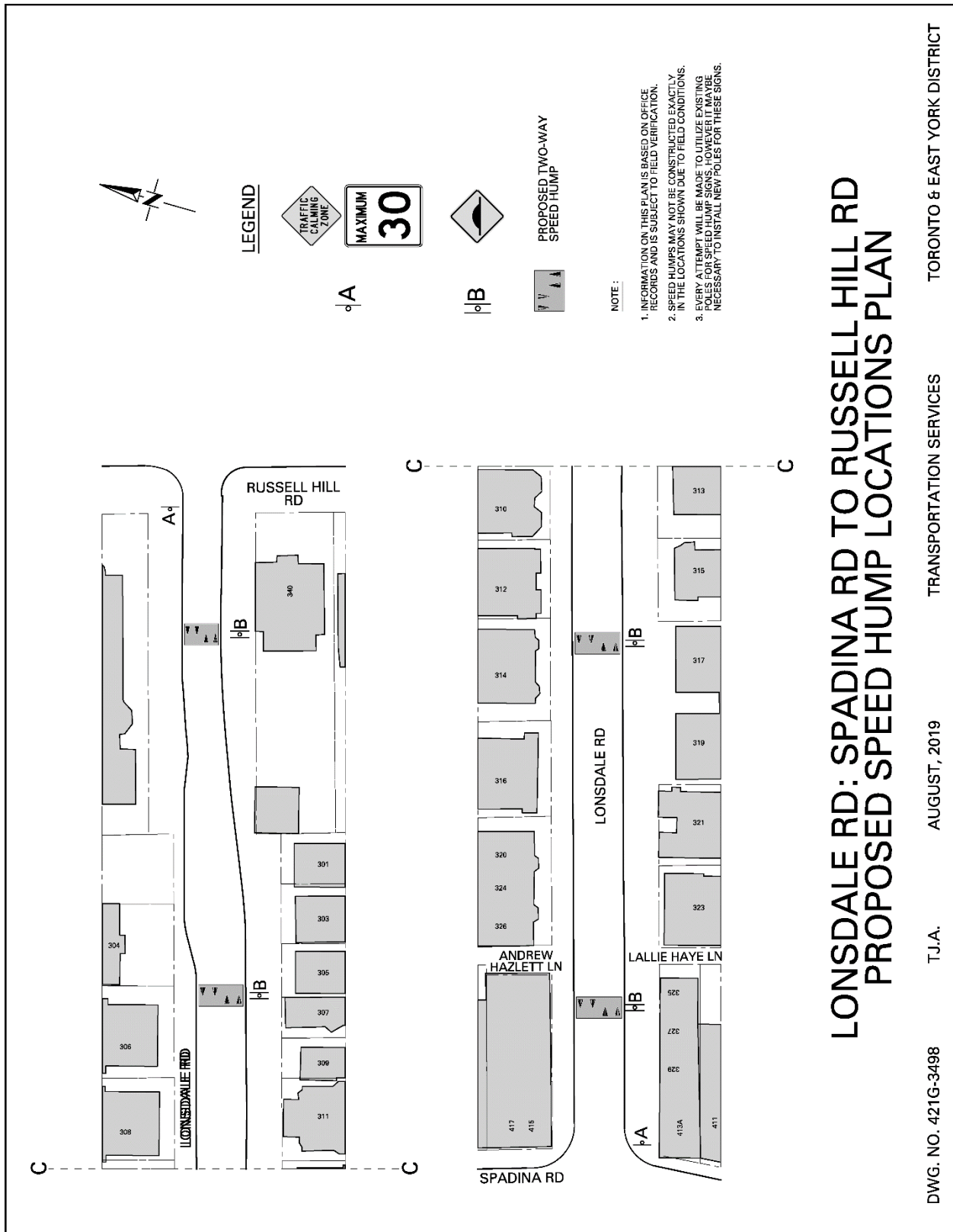
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Roger Browne, M.A.Sc., P.Eng.,
Acting Director,
Traffic Management
Transportation Services

ATTACHMENTS

1. Drawing No. 421G-3498, dated August 2019
2. Appendix A - Traffic Calming Warrant Criteria
Lonsdale Road, between Spadina Road and Russell Hill Road

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LEGEND



PROPOSED TWO-WAY SPEED HUMPS

A-A

B-B



NOTE:

1. INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.
2. SPEED HUMPS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS.
3. EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS. HOWEVER IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

LONSDALE RD: SPADINA RD TO RUSSELL HILL RD PROPOSED SPEED HUMP LOCATIONS PLAN

DWG. NO. 421G-3498

T.J.A.

AUGUST, 2019

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT

Appendix 'A' - Traffic Calming Warrant Criteria
Lonsdale Road, between Spadina Road and Russell Hill 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 – 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 Lonsdale Road 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 show 85 th percentile speed of 45 km/h in the eastbound direction and 42 km/h in the westbound direction on Lonsdale 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	Met – Lonsdale Road is a collector road with approximately 2,900 vehicles total daily volume on Lonsdale Road, between Spadina Road and Russell Hill 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 – Lonsdale Road, between Spadina Road and Russell Hill Road, is about 260 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