

Traffic Calming – Holley Avenue, between Parke Street and Rectory Road

Date: September 14, 2020
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

This report outlines the results of an investigation into installing speed humps on Holley Avenue, between Parke Street and Rectory Road. The results indicate that the criteria to justify installing speed humps are not satisfied.

RECOMMENDATIONS

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

1. Etobicoke York Community Council NOT authorize the installation of traffic calming (speed humps) on Holley Avenue, between Parke Street and Rectory Road.

FINANCIAL IMPACT

Adopting the above-noted recommendation will not result in any financial impact. However, should Community Council decide to authorize the installation of traffic calming (speed humps) on Holley Avenue, the estimated cost for installing two speed humps will be \$ 8,000.00. Funding would be subject to availability and competing priorities in the Transportation Services 2021 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff attended a public meeting with the Ward Councillor, on August 26, 2020, to address residents' concerns regarding vehicle speeds on Holley Avenue. A map of the area is shown in Attachment 1.

Holley Avenue, between Parke Street and Rectory Road, is classified under the City of Toronto's Road Classification System as a "local" road. It operates two-way with a pavement width of approximately 7.9 metres with sidewalks on both sides of the street. It has a regulatory speed limit of 40 km/h. There is one-hour parking from 8:00 a.m. to 6:00 p.m., Monday to Saturday, on the west side of the street; and on the east side, parking is prohibited at all times. All-way stop control is in force at the intersection of Holley Avenue and Rectory Road. A pedestrian crossover (PXO) exists on Holley Avenue fronting Holley Park (49 Holley Avenue).

To confirm the speed concerns, automatic speed and volume data was collected on October 25, 2017 on Holley Avenue. The results of the speed studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85 th *- Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
Holley Ave, between Parke St and Rectory Rd	271	52	10	0	0	41 km/h	333

*The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving.

Staff assessed the subject location according to the City of Toronto's Traffic Calming Policy. Vehicle speeds and traffic volumes are the prime criteria for installing traffic calming devices. Other environmental factors are also examined, such as road width, pedestrian facilities and grade. The proposal was evaluated under each criteria (Warrants 1, 2 and 3), with the results summarized in Attachment 2.

Based on data collected and evaluated against the warrants for the installation of traffic calming measures, the installation of speed humps is not recommended as Holley Avenue does not satisfy the technical requirements based on vehicle speeds and volume.

Furthermore, it was noted that in the three year period ending December 31, 2019, there were no reported collisions where vehicle speed was identified as a contributing factor.

Alternate Recommendations

Should Etobicoke York Community Council decide to proceed with installing speed humps on Holley Avenue, between Parke Street and Rectory Road, the alternate recommendations would be as follows. It is recommended that:

1. Etobicoke York Community Council request the City Clerk (Polling Registry Services) to poll eligible householders in English or any other language specified by Community Council, on Holley Avenue, between Parke Street and Rectory Road, to determine whether property owners/occupants 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. Etobicoke York Community Council authorize the installation of traffic calming (speed humps) on Holley Avenue, between Parke Street and Rectory Road.
 - b. Etobicoke York Community Council direct the City Solicitor to prepare a by-law to alter sections of the roadway to install two speed humps on Holley Avenue, between Parke Street and Rectory Road for traffic calming purposes, generally as shown on **Drawing DWG.NO.42IG-3789, dated September 2020** and circulated to residents during the polling process.
 - c. Etobicoke York Community Council reduce the speed limit from 40 km/h to 30 km/h on Holley Avenue, between Parke Street and Rectory Road, when the speed humps are installed.

The City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally survey property owners/occupants who would be directly affected by the installation of speed humps. The policy stipulates that a minimum response rate of 50% plus one (25% in Community Safety Zones) of affected households/properties respond, and that 60% of valid responses support the proposal in order to implement the plan.

Subject to adoption of the above alternate recommendations by Etobicoke York Community Council, the City Clerk will survey property owners/occupants on Holley Avenue, between Parke Street and Rectory Road. If the survey supports installing speed humps, Transportation Services staff will schedule installation based on relative need and competing priorities.

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required to ensure that the design and layout of traffic calming proposals do not negatively affect their operations. Emergency services were advised of this proposal and comments have not been received at the time of writing of this report.

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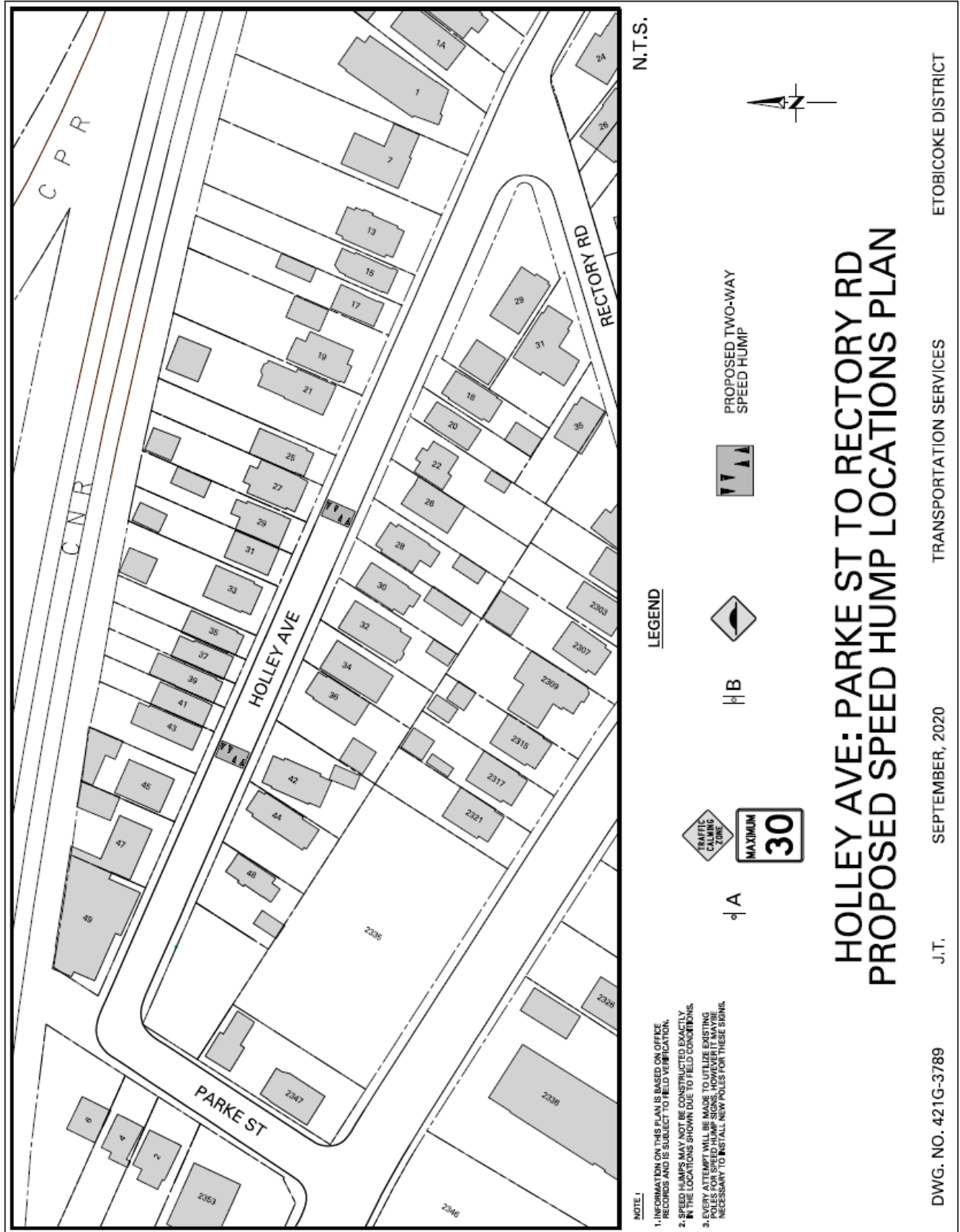
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Roger Browne, M.A. Sc., P.Eng.
Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Area Map - (Holley Avenue)
Attachment 2: Traffic Calming Warrant Criteria - Holley Avenue

Attachment 1: Area Map - Holley Avenue



Attachment 2: Traffic Calming Warrant Criteria - Holley 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 the 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 – Public Meeting with Ward Councillor.
	Impacts to adjacent streets	No significant traffic impacts on adjacent streets		Met
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 street (both sides for collector streets or higher classification) OR Where there are no sidewalks, installation of sidewalks on at least one side must have first been considered		Met -Sidewalks 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 – Road grade less than 8%
	2.3 Emergency Response	No significant impacts on Emergency Services as Determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.		Emergency Services will be advised.
Warrant 3 Technical Requirements (all three criteria must be fulfilled to satisfy this Warrant)	3.1 Minimum Speed	The 85 th percentile speed is a minimum of 10km/h (but less than 15 km/h) over the warranted 40 km/h speed limit and the volume warrant of 3.2 must be fulfilled. OR On streets where the 85 th percentile speed exceeds a warranted speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.		Not Met – 85 th percentile speed of 41 km/h
	3.2 Min. and max. Traffic Volume	Local Roads Traffic volume between 1,000 veh./day and 2,500 veh./day	Collector Roads Traffic volume between 2,500 veh./day and 8,000 veh./day	Not Met – 333 veh. /day
	3.3 Minimum Street Segment Length between Stop Controls	Street segment lengths must exceed 120 metres between stop controls (signals or stop signs)		Met
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant (as determined in consultation with TTC staff)		Met – No TTC service