

## **Traffic Calming (Speed Humps) - Harris Avenue**

Date: January 17, 2020  
To: Toronto and East York Community Council  
From: Acting Director, Traffic Management, Transportation Services  
Wards: Ward 19, Beaches - East York

### **SUMMARY**

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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 Harris Avenue, between Oak Park Avenue and Chisholm Avenue, 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 Harris Avenue.

### **RECOMMENDATION**

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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 Harris Avenue, between Oak Park Avenue and Chisholm Avenue.

### **FINANCIAL IMPACT**

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

### **DECISION HISTORY**

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This report addresses a new initiative.

## COMMENTS

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### Existing Conditions

Harris Avenue, between Oak Park Avenue and Chisholm Avenue, is classified as a 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 600 vehicles. The pavement width on Harris Avenue is about 8.3 metres and there are sidewalks provided on both sides of the road. There is no TTC service provided on Harris Avenue.

### Analysis

In October 2019, Transportation Services conducted three days of mid-block speed and volume studies at one location on Harris Avenue, between Oak Park Avenue and Westlake Avenue; and one location of Harris Avenue, between Westlake Avenue and Chisholm Avenue.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that Harris Avenue, between Oak Park Avenue and Chisholm Avenue 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 individual results two blocks are summarized in the following table:

Portion of Harris Avenue	Block Length (m)	85th %tile Speed (km/h)	Daily traffic volume	Traffic Calming Warranted?
Harris Avenue, between Oak Park Avenue and Westlake Avenue	170	43	503	Not Warranted
Harris Avenue, between Westlake Avenue and Chisholm Avenue	180	38	713	Not Warranted

The warrants were not met on the following criteria:

- Speed: The operating speeds of traffic recorded on two blocks were found to be less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria, and
- Volume: The daily traffic volumes recorded for two blocks were less than the required minimum traffic volume of 1,000 vehicles per day required for a local road

Therefore, the installation of traffic calming on Harris Avenue, between Oak Park Avenue and Chisholm Avenue, is not warranted.

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

Appendix A entitled "Table 1 & 2: Traffic Calming Warrant Criteria - Harris Avenue" outlines the results of staff assessments for the two blocks.

### **Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council should recommend installing speed humps on Harris Avenue, between Oak Park Avenue and Chisholm 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 Harris Avenue, between Oak Park Avenue and Chisholm 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 Harris Avenue, between Oak Park Avenue and Chisholm Avenue; and

- (b) Direct the City Solicitor to prepare a by-law to alter the roadway on Harris Avenue, between Oak Park Avenue and Chisholm Avenue, for traffic calming purposes, generally as shown on the copy of 'Drawing 421G-3626', dated January 2020', attached to the report entitled 'Traffic Calming (Speed Humps) - Harris Avenue' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing six speed humps on the subject section, Harris Avenue is \$24,000.00. Installation 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 Zones), of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. State whether or not Harris Avenue is 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 Harris Avenue, between Oak Park Avenue and Chisholm Avenue.

If the poll supports the installation of speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

City Council, at its meeting held on May 22, 23 and 24, 2018 adopted, as amended, Public Works and Environment Committee Item PW29.6 entitled "Next Steps on Traffic Safety Measures" and, in so doing, delegated to community councils the authority to waive petition and polling requirements for traffic calming measures. As such, this option is 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 and bicycle routes. Harris Avenue, between Oak Park Avenue and Chisholm Avenue scored 11 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, but 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 been requested but 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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## **SIGNATURE**

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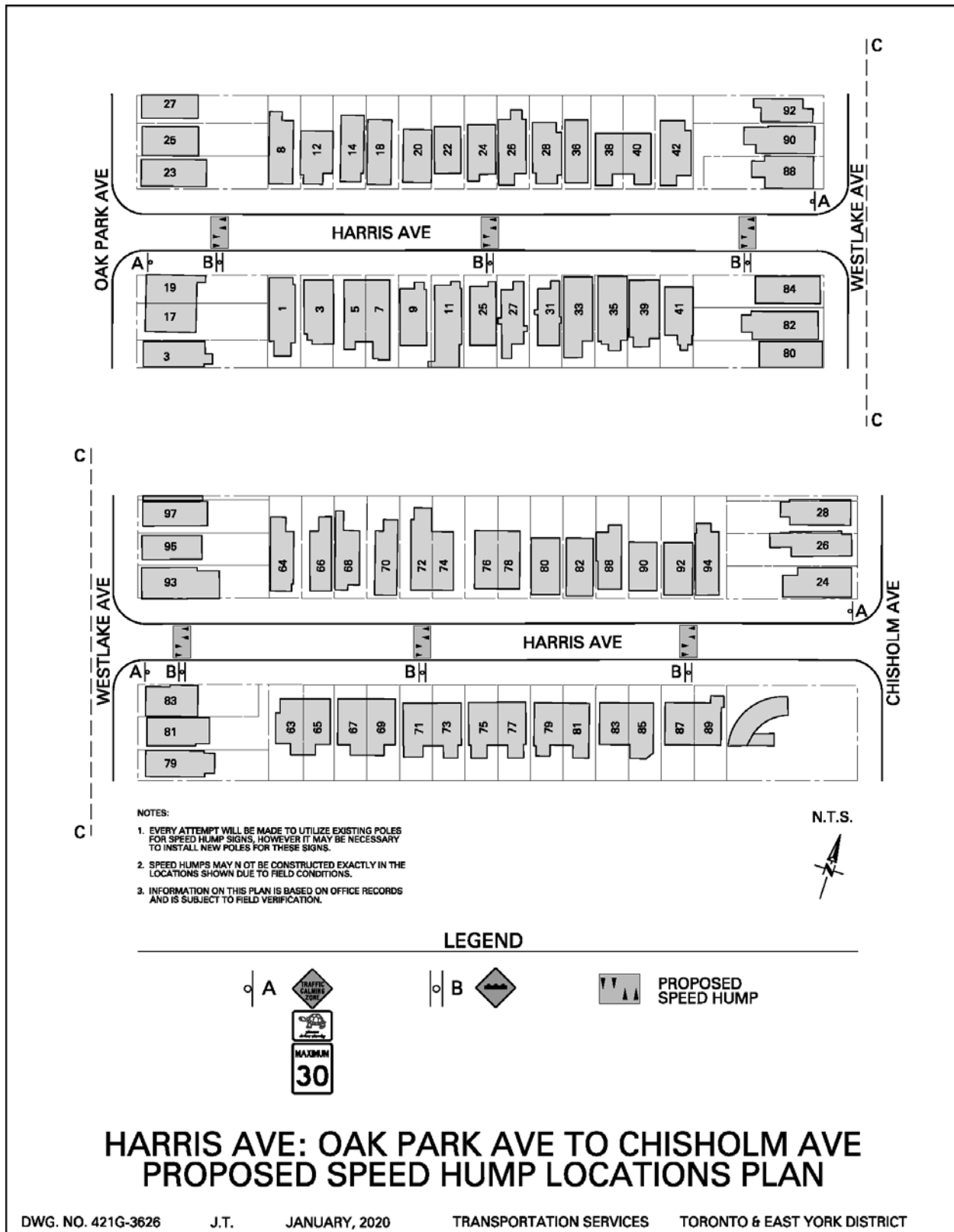
Roger Browne, M.A.Sc., P.Eng.,  
Acting Director,  
Traffic Management  
Transportation Services

## **ATTACHMENTS**

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1. Drawing No. 421G-3626, dated January 2020
2. Appendix A - Table 1: Traffic Calming Warrant Criteria - Harris Avenue, between Oak Park Avenue and Westlake Avenue; Table 2: Traffic Calming Warrant Criteria - Harris Avenue, between Westlake Avenue and Chisholm Avenue

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## Table 1: Traffic Calming Warrant Criteria

Harris Avenue, between Oak Park Avenue and Westlake 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. <b>OR</b> A direct request from the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met</b> – A direct request from Ward Councillor's office
	Impacts to Adjacent Streets	No significant traffic impacts on adjacent streets	<b>Met</b> – 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). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	<b>Met</b> – There are sidewalks present on both sides of the road
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	<b>Met</b> – The road grade on Savoy 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 <sup>th</sup> %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. <b>OR</b> On streets where the 85 <sup>th</sup> %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.	<b>Not Met</b> – Speed studies on Harris Avenue show 85 <sup>th</sup> percentile speeds of 43 km/h from Oak Park Avenue and Westlake Avenue
	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	<b>Not Met</b> – Local road with approximately 503 vehicles total daily volume from Oak Park Avenue and Westlake Avenue
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	<b>Met</b> – Harris Avenue between Oak Park Avenue and Westlake Avenue, is about 172 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)	<b>Met</b> – No TTC service on Harris Avenue



## Table 2: Traffic Calming Warrant Criteria

Harris Avenue, between Westlake Avenue and Chisholm Avenue

Warrant	Criterion	Requirement	Met/Not Met
<b>Warrant 1</b> Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. <b>OR</b> A direct request from the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met</b> – A direct request from Ward Councillor's office
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met</b> – There should be no traffic spill-over to adjacent streets
<b>Warrant 2</b> 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). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	<b>Met</b> – There are sidewalks present on both sides of the road
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	<b>Met</b> – The road grade on Savoy 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
<b>Warrant 3</b> Technical Requirements  (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 <sup>th</sup> %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. <b>OR</b> On streets where the 85 <sup>th</sup> %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.	<b>Not Met</b> – Speed studies on Harris Avenue show 85 <sup>th</sup> percentile speeds of 38 km/h from Westlake Avenue and Chisholm Avenue
	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	<b>Not Met</b> – Local road with approximately 713 vehicles total daily volume from Westlake Avenue and Chisholm Avenue
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	<b>Met</b> – Harris Avenue between Westlake Avenue and Chisholm Avenue, is about 178 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)	<b>Met</b> – No TTC service on Harris Avenue