

Traffic Calming (Speed Humps) - Chester Hill Road

Date: June 23, 2020
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 14, Toronto - Danforth

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.

In response to a site meeting with former Councillor Mary Fragedakis and local residents, Transportation Services staff reviewed the need for traffic calming, specifically the installation of speed humps on Chester Hill Road, between Thorncliffe Avenue and Broadview Avenue. 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 Chester Hill Road.

RECOMMENDATION

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 Chester Hill Road, between Thorncliffe Avenue and Broadview Avenue.

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

In response to a request from former Councillor Mary Fragedakis and residents of Chester Hill Road during a site meeting, Transportation Services has reviewed the feasibility of installing speed humps on Chester Hill Road, between Thorncliffe Avenue and Broadview Avenue.

Existing Conditions

Chester Hill Road is a local roadway that operates two-way east-west traffic between Thorncliffe Avenue and Cambridge Avenue, and one-way eastbound traffic between Cambridge Avenue and Broadview Avenue. The road width of Chester Hill Road within both segments is 8.5 metres. The average daily traffic volume is about 255 vehicles and the regulatory speed limit is 30 km/h. Heavy trucks are prohibited at all times. TTC does not provide service on Chester Hill Road.

Collision Review

A review of the Toronto Police Service collision records for the three-year period ending December 31, 2019, disclosed that zero collisions occurred on Chester Hill Road, between Thorncliffe Avenue and Broadview Avenue.

Analysis

Transportation Services conducted three days of mid-block speed and volume studies on Chester Hill Avenue, between Thorncliffe Avenue and Broadview Avenue, during a midweek period from August 16 to August 19, 2019.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that the subject segments of Chester Hill Road do 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 speeds (also known as the 85th percentile speed and the speed at which 85 percent of vehicles travel at, or below) of 37 km/h for the segment of Chester Hill Road, between Thorncliffe Avenue and Cambridge Avenue, and of 34 km/h for the segment of Chester Hill Road, between Cambridge Avenue and Broadview Avenue, is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria,
- **Minimum Volume:** The average daily traffic volume of 265 vehicles for the segment of Chester Hill Road, between Thorncliffe Avenue and Cambridge Avenue, and of 244 vehicles for the segment of Chester Hill Road, between Cambridge Avenue and Broadview Avenue, is less than the required minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria, and
- **Minimum Segment Length:** The segment length of 90 metres for Chester Hill Road, between Cambridge Avenue and Broadview Avenue, is less than the required minimum length of 120 metres.

Therefore, the installation of traffic calming on Chester Hill Road, between Thorncliffe Avenue and Broadview Avenue, is not warranted.

Appendix A and B entitled "Traffic Calming Warrant Criteria (Chester Hill Road, between Thorncliffe Avenue and Cambridge Avenue, and Chester Hill Road, between Cambridge Avenue and Broadview Avenue, respectively)" outlines the results of our assessment for the subject segments of Chester Hill Road.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council should recommend installing speed humps on Chester Hill Road, between Thorncliffe Avenue and Broadview 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 Chester Hill Road, between Thorncliffe Avenue and Broadview 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 Chester Hill Road, between Thorncliffe Avenue and Broadview Avenue; and
 - (b) Direct the City Solicitor to prepare a by-law to alter the roadway to install four speed humps on Chester Hill Road, between Thorncliffe Avenue and Broadview Avenue, for traffic calming purposes, generally as shown on the copy of 'Drawing 421G-3809, dated March 2020', attached to the report entitled 'Traffic Calming (Speed Humps) - Chester Hill Road' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing four speed humps on Chester Hill Road is \$16,000. 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 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. Chester Hill 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 Chester Hill Road, between Thorncliffe Avenue and Broadview 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. Chester Hill Road, between Thorncliffe Avenue and Cambridge Avenue, scored 7.64 ranking points out of a possible 100, while Chester Hill Road, between Cambridge Avenue and Broadview Avenue, scored 7.44 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 will have minimal effect on winter services, street cleaning and garbage collection. However, 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 in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Comments have not been received from the Toronto Police Service, Toronto Fire Services or Toronto Paramedic Services.

Councillor Paula Fletcher has been advised of the recommendation of this staff report.

CONTACT

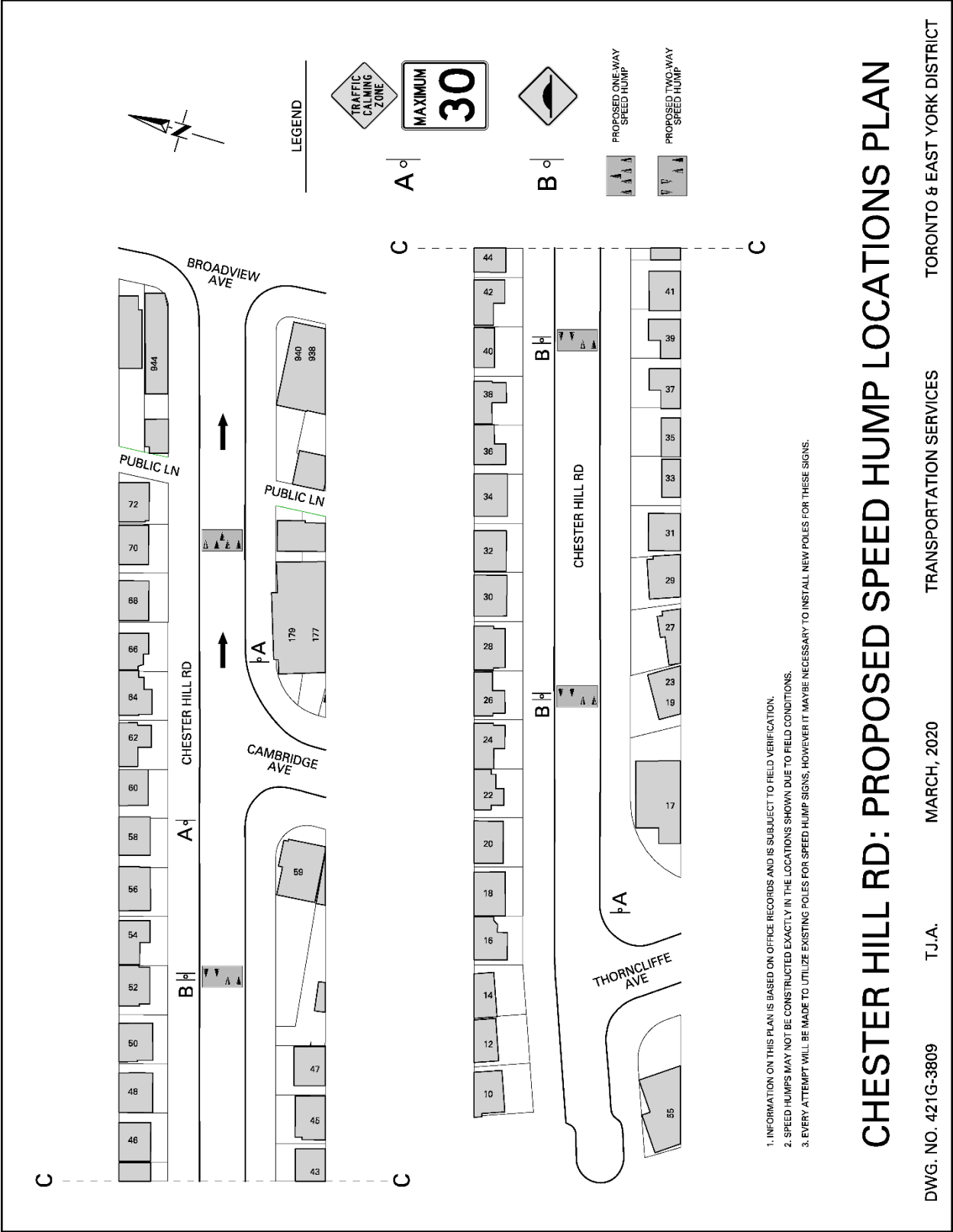
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SIGNATURE

Roger Browne, M.A.Sc., P.Eng.,
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Transportation Services

ATTACHMENTS

1. Drawing No. 421G-3809, dated March 2020
2. Appendix A - Traffic Calming Warrant Criteria
Chester Hill Road, between Cambridge Avenue and Broadview Avenue
3. Appendix B - Traffic Calming Warrant Criteria
Chester Hill Road, between Cambridge Avenue and Thorncliffe Avenue



Appendix A: Traffic Calming Warrant Criteria

Chester Hill Road between Cambridge Avenue and Broadview 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. OR A direct request from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Petition received
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 Chester Hill 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 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 Chester Hill Road show 85 th percentile speeds of 34 km/h between Broadview Avenue and Cambridge 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	Not Met – Local road with approximately 244 vehicles total daily volume between Broadview Avenue and Cambridge Avenue.
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Not Met – Chester Hill Road, between Broadview Avenue and Cambridge Avenue., is about 90 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 Chester Hill Road

Appendix B: Traffic Calming Warrant Criteria

Chester Hill Road between Cambridge Avenue and Thorncliffe 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. OR A direct request from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.		Met – Petition received
	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 Chester Hill 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 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 Chester Hill Road show 85 th percentile speeds of 37 km/h between Thorncliffe Avenue and Cambridge 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	Not Met – Local road with approximately 265 vehicles total daily volume between Thorncliffe Avenue and Cambridge Avenue.
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		Met – Chester Hill Road, between Thorncliffe Avenue to Cambridge Avenue., is about 250 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 Chester Hill Road