

Traffic Calming (Speed Humps) - Gillard Avenue

Date: September 18, 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.

Transportation Services staff have reviewed the need for traffic calming, specifically the installation of speed humps on Gillard Avenue, between Danforth Avenue and Felstead Avenue, in response to a resident petition requesting their installation. 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 Gillard Avenue.

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 Gillard Avenue, between Danforth Avenue and Felstead 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

Upon receipt of a residents' petition forwarded to Transportation Services attention by Councillor Fletcher's office, Transportation Services reviewed the feasibility of installing speed humps on Gillard Avenue, between Danforth Avenue and Felstead Avenue. The following is a summary of our review.

Existing Conditions

Gillard Avenue is a local roadway that operates two-way north-south traffic on a pavement width of about 8.5 metres. The daily average traffic volume is about 450 vehicles and the regulatory speed limit is 30 km/h. Heavy vehicles are prohibited at all times. There is no TTC service provided on Gillard Avenue.

Collision Review

A review of the Toronto Police Service collision records for the three-year period ending March 31, 2020, disclosed that three collisions occurred on Gillard Avenue, between Danforth Avenue and Felstead Avenue. Further review of these collisions noted that one may have potentially been attributed to excessive speeding. No injuries were noted to have been sustained due to these collisions.

Analysis

Three days of mid-block speed and volume studies were undertaken within the two midblocks of Gillard Avenue, between Danforth Avenue and Felstead Avenue, during a midweek period from March 3 to March 5, 2020.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that the subject segment of Gillard Avenue does not satisfy the warrant criteria for traffic calming devices. All warrant criteria were examined except for Emergency Response as emergency services has not yet provided comments. Specifically, results of the technical warrant criteria are summarized below. It should be noted that the study is based on the warranted speed limit of 40 km/h.

Segment of Gillard Ave	85th% Speed	Daily Volume
Danforth Ave to Mountjoy Ave	42 km/h (req 50 km/h)	460 veh (req 1,000 veh)
Mountjoy Ave to Felstead Ave	42 km/h (req 50 km/h)	450 veh (req 1,000 veh)

The unfulfilled technical warrant criteria were:

- Minimum Operating Speed - The operating speeds of 42 km/h (also known as the 85th percentile speed and the speed at which 85 percent of vehicles travel at, or below) for both segments of Gillard Avenue is lower than the required minimum of 10 km/h over the warranted speed limit needed to satisfy the traffic calming warrant criteria.
- Minimum Daily Volume - The average daily traffic volume of 460 and 450 vehicles for the segments of Gillard Avenue, is lower than the required minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

Based off the above, the installation of traffic calming on Gillard Avenue, between Danforth Avenue and Felstead Avenue, is not warranted.

Appendix A entitled "Traffic Calming Warrant Criteria (Gillard Avenue, between Gillard Avenue and Mountjoy Avenue)" and Appendix B entitled "Traffic Calming Warrant Criteria (Gillard Avenue, between Mountjoy Avenue and Felstead Avenue) outlines the results of our assessment for the subject segments of Gillard Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council should recommend installing speed humps on Gillard Avenue, between Danforth Avenue and Felstead 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 Gillard Avenue, between Danforth Avenue and Felstead 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 Gillard Avenue, between Danforth Avenue and Felstead Avenue, and
 - (b) Direct the City Solicitor to prepare a by-law to alter the roadway to install six speed humps on Gillard Avenue, between Danforth Avenue and Felstead Avenue, for traffic calming purposes, generally as shown on the copy of 'Drawing 421G-3772, dated August 2020', attached to the report entitled "Traffic Calming (Speed Humps) - Gillard Avenue" from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing six speed humps on Gillard Avenue is \$24,000. The installation of speed humps on Gillard Avenue 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. Should Toronto and East York Community Council approve the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Gillard Avenue, between Danforth Avenue and Felstead 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. Gillard Avenue, between Danforth Avenue and Felstead Avenue, scored 7.13 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 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

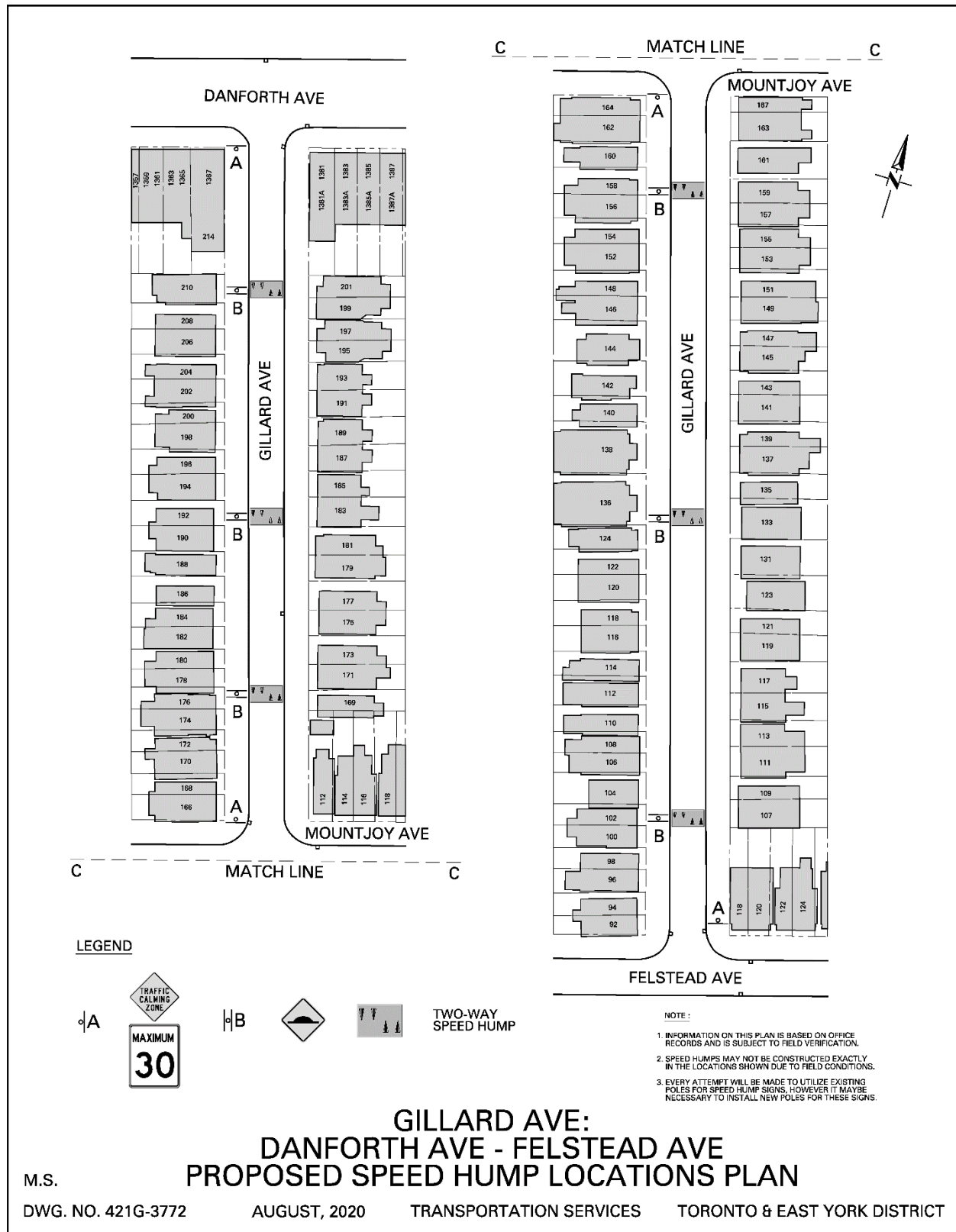
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SIGNATURE

Roger Browne, M.A.Sc., P.Eng.,
Acting Director,
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ATTACHMENTS

1. Drawing No. 421G-3772, dated August 2020
2. Appendix A:
Traffic Calming Summary for Gillard Ave, from Danforth Ave to Mountjoy Ave
3. Appendix B:
Traffic Calming Summary for Gillard Ave, from Mountjoy Ave to Felstead Ave



**Appendix A: Traffic Calming Summary for Gillard Ave,
from Danforth Ave to Mountjoy Ave**

All three of the following warrants must be achieved

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Warrant	Criterion	Requirement		Warrant Satisfied
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street and/or Councilor'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 ☐
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 ☐
	2.2 Road Grade	Road grade does not exceed 8% [Traffic calming measures must not be installed at or near these locations where grade exceeds 8%]		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 ☐
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 ☒ (42 km/h)
	3.2 Traffic Volumes	Local Road Traffic volume must be between 1,000 and 8,000 vehicles per day	Collector Road Traffic volumes must be between 2,500 and 8,000 vehicles per day	Yes ☐ or No ☒ (460 vpd)
	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 ☐
	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 ☐
Warranted [yes/no]				Yes ☐ or No ☒

*If the 85th 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

**Appendix B: Traffic Calming Summary for Gillard Ave,
from Mountjoy Ave to Felstead Ave**

All three of the following warrants must be achieved

Warrant	Criterion	Requirement		Warrant Satisfied	
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street and/or Councilor'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 ☐	
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 of higher classification] OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered		Yes ☒ or No ☐	
	2.2 Road Grade	Road grade does not exceed 8% [Traffic calming measures must not be installed at or near these locations where grade exceeds 8%]		Yes ☒ or No ☐	
	2.3 Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, <u>will not significantly affect service delivery</u>		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 ☒ (42 km/h)	
	3.2 Traffic Volumes	Local Road Traffic volume must be between 1,000 and 8,000 vehicles per day	Collector Road Traffic volumes must be between 2,500 and 8,000 vehicles per day	Yes ☐ or No ☒ (450 vpd)	
	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 ☐	
	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 ☐	
Warranted [yes/no]					Yes ☐ or No ☒

*If the 85th 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