

Traffic Calming (Speed Humps) - Elm Avenue

Date: September 21, 2020
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 11, University-Rosedale

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 Elm Avenue, between Mount Pleasant Road and Sherbourne Street North, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the Traffic Calming Policy has not been satisfied on this roadway. Therefore, traffic calming should not be installed on the subject section of Elm 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 Elm Avenue, between Mount Pleasant Road and Sherbourne Street North.

FINANCIAL IMPACT

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

DECISION HISTORY

At its July 16, 2020 meeting, Toronto and East York Community Council adopted as amended Item TE16.50 entitled "Requests for Speed-humps in Ward 11" <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE16.50> and, in so doing, directed Transportation Services to investigate the feasibility of installing traffic calming measures on Elm Avenue, between Mount Pleasant Road and Sherbourne Street North.

COMMENTS

Elm Avenue, between Mount Pleasant Road and Sherbourne Street North, is classified as a collector roadway and operates two-way eastbound/westbound. It has a pavement width of approximately 7.2 metres, a regulatory speed limit of 50 km/h, and sidewalks on both sides of the road. There is no TTC service provided on Elm Avenue.

Transportation Services conducted a mid-block speed and volume study on Elm Avenue over a three-day mid-week period in January 2020. The study found the vehicular operating speed to be 42 km/h and the average daily traffic volume to be approximately 3,630 vehicles. 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 Elm Avenue does not satisfy the installation criteria for traffic calming devices with respect to the operating speed. The operating speed must be at least 10 km/h over a warranted 40 km/h speed limit.

A review of Toronto Police Service collision records for the three-year period ending December 31, 2019 did not disclose any reported collisions attributed to speeding on the subject section of Elm Avenue.

In view of the above, the installation of traffic calming devices on Elm Avenue, between Mount Pleasant Road and Sherbourne Street North, is not supported. The attached Appendix A entitled "Traffic Calming Warrant Criteria - Elm Avenue, between Mt Pleasant Road and Sherbourne Street North" outlines the results of our assessment.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Elm Avenue, between Mount Pleasant Road and Sherbourne Street North, 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 Elm Avenue, between Mount Pleasant Road and Sherbourne Street North, 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 Elm Avenue, between Mount Pleasant Road and Sherbourne Street North,
- (b) Direct the City Solicitor to prepare a by-law to alter sections of the roadway to install three speed humps on Elm Avenue, between Mount Pleasant Road and Sherbourne Street North, for traffic calming purposes, generally as shown on the copy of 'Drawing No. 421G-3776', dated September 2020, attached to the report entitled 'Traffic Calming (Speed Humps) - Elm Avenue' from the Acting Director, Traffic Management, Transportation Services, and
- (c) Reduce the speed limit from 50 km/h to 30 km/h on Elm Avenue, between Mount Pleasant Road and Sherbourne Street North, in conjunction with the installation of speed humps.

The estimated cost for installing three speed humps on the subject section of Elm Avenue is \$12,000.00. Installation would be subject to availability in Transportation Services' 2020 Capital Funding and competing priorities.

Conduct Poll

The City of Toronto Traffic Calming Policy stipulates that 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 Elm Avenue 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 Elm Avenue, between Mount Pleasant Road and Sherbourne Street North.

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 also 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. Elm Avenue, between Mount Pleasant Road and Sherbourne Street North, scored 24 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. However, speed humps will 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, Toronto Fire and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Fire Services provided their comments in the attached letter dated September 14, 2020 (Appendix B). Comments have not yet been received from Toronto Paramedic Services or the Toronto Police Service.

Councillor Mike Layton has been advised of the recommendation of this staff report.

CONTACT

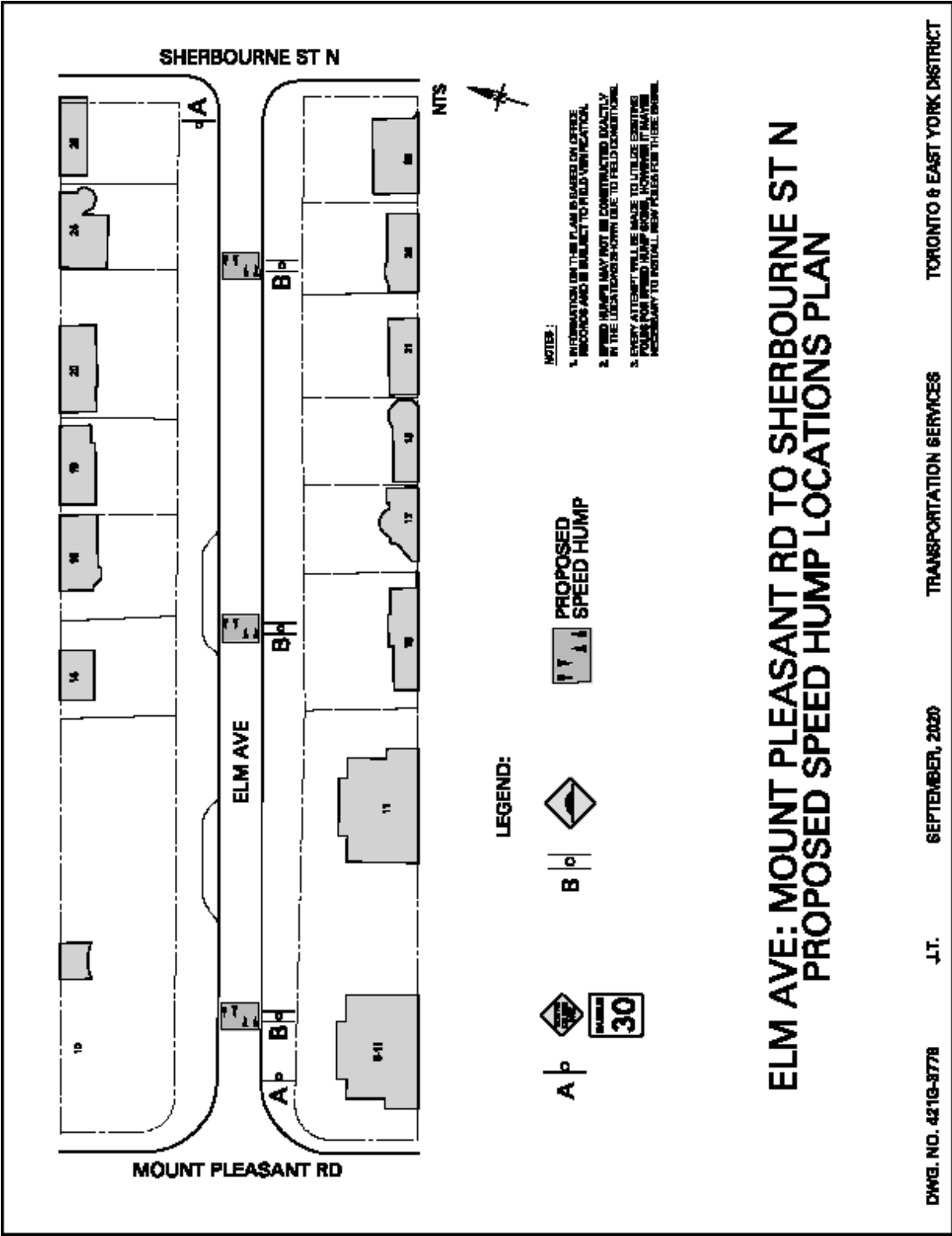
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SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3776, dated September 2020
2. Appendix A - Traffic Calming Warrant Criteria - Elm Avenue, between Mount Pleasant Road and Sherbourne Street North
3. Appendix B - Letter from Toronto Fire Services, dated September 14, 2020



Appendix A

Traffic Calming Warrant Criteria

Elm Avenue, between Mt. Pleasant Road and Sherbourne Street North

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 Elm 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 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 Elm Avenue, between Mt. Pleasant Road and Sherbourne Street North show 85 th percentile speeds of 42 km/h
	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 – Local road with approximately 3,630 vehicles total daily volume
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Met – Elm Avenue, between Mt. Pleasant Road and Sherbourne Street North is about 195 metres
	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 this section of Elm Avenue

September 14, 2020

Raphael Valinhas
Engineering Technologist
Transportation Services

RE: Elm Avenue, between Mount Pleasant Road and Sherbourne Street North - Evaluation for installation of traffic calming devices.

I am in receipt of the proposal for installation of traffic calming measures (speed humps) on Elm Avenue and provide the following comments.

Fire Services is not in support of this proposed speed hump installation as it may negatively impact delivery of service. The physical restriction imposed by a speed hump have a much greater impact on large fire vehicles. Response time increase with every obstacle encountered on route to any emergency incident and the cumulative impact of several speed hump can be a significant amount of time.

It is important that the all individuals directly affected by any installation be made fully aware of the potential negative effects of any calming device. Careful consideration must be given to accepting a delay to emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic. Fire Services recommend that non-physical measures (reduce speed limits or prohibited turns) be considered before physical measures are implemented.

Regards,

Terry Bruining
Toronto Fire Services
Emergency Planning