

Traffic Calming (Speed Humps) - Springdale Boulevard

Date: August 23, 2021

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 from City Council to make a final decision.

Transportation Services has reviewed the need for traffic calming (speed humps) on Springdale Boulevard, between Greenwood Avenue and Coxwell Avenue. The assessment indicates the warrant criteria as set out in the City of Toronto's Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Springdale Boulevard.

RECOMMENDATIONS

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 Springdale Boulevard, between Greenwood Avenue and Coxwell Avenue.

FINANCIAL IMPACT

There are no financial impacts resulting from the adoption of the recommendation in this report.

If Toronto and East York Community Council amends the recommendation in this report and approves the installation of speed humps on Springdale Boulevard, the estimated cost of installing seven speed humps is \$28,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2021 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a petition from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing physical traffic calming measures on Springdale Boulevard, between Greenwood Avenue and Coxwell Avenue, to address concerns with speeding vehicles.

Existing Conditions

Springdale Boulevard is characterized by the following conditions:

- It is a two-lane, east/west, local roadway
- It operates two-way traffic on a pavement width of approximately 7.3 metres
- The daily two-way traffic volume is approximately 463 vehicles
- The posted speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Springdale Boulevard is not within a designated community safety zone.

A map of the area and location of the requested speed humps is included in Attachment 2.

Study Results

In order for speed humps to be recommended on a street, the criteria as set out in the City of Toronto's Traffic Calming Policy must be satisfied. The warrant criteria includes factors such as vehicle speed and volume, road widths, pedestrian facilities and gradient. Details of the warrant criteria are included in Attachment 1.

A three-day mid-block speed and volume study was conducted on Springdale Boulevard during a mid-week period in November of 2019. Data was gathered within the three mid-blocks of Springdale Boulevard, between Coxwell Avenue and Greenwood Avenue. The results of the study, compared the City's Traffic Calming Warrant, are summarized below:

Based on the study results, the overall warrant for traffic calming was not met for the following reasons:

- **Minimum Speed:** The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 42 km/h. In order for speed humps to be technically warranted the operating speed must be a minimum of 10 km/h over the warranted speed limit. The operating speed of 42 km/h is 2 km/h over the warranted speed of 40 km/h and less than the required 10 km/h minimum.
- **Minimum Volume:** The average daily traffic volume of 432 vehicles for the subject segment of Springdale Boulevard, is less than the required minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

As required by the Traffic Calming Policy, staff evaluated the speeds of vehicles against the warranted speed of 40 km/h and not the posted speed of 30 km/h.

The overall investigation concluded that the warrant criteria as outlined in the Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Springdale Boulevard, between Greenwood Avenue and Coxwell Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council decides to proceed with installing speed humps on Springdale Boulevard, between Greenwood Avenue and Coxwell Avenue, it may approve the following as to form:

"That the Toronto and East York Community Council:

1. Direct the Acting Director of Traffic Management, Transportation Services, request the City Clerk to poll eligible householders on Springdale Boulevard, between Greenwood Avenue and Coxwell 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 traffic calming (speed humps) on Springdale Boulevard, between Greenwood Avenue and Coxwell Avenue.
- b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install seven speed humps on Springdale Boulevard, between Greenwood Avenue and Coxwell Avenue, for traffic calming purposes, generally as shown on Attachment 2, dated August 2021, attached to the report entitled "Traffic Calming (Speed Humps)-Springdale Avenue" from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing seven speed humps on Springdale Boulevard is \$28,000. The installation of speed humps on Springdale Avenue would be subject to availability in Transportation Services 2021 Capital Budget and competing priorities.

Polling Requirement

The City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally poll property owners/occupants who are directly affected by the installation of traffic calming measures.

Under the policy, the poll will be considered in favour of traffic calming if it satisfies the following requirements:

- A response rate of 50 percent plus one
- A response rate of 25 percent if the subject street is within a Community Safety Zone or a School Speed Zone
- A support rate of at least 60 percent of the valid responses

Subject to approval by Community Council, of the alternate recommendations in this report, the City Clerk will poll property owners/occupants. Should the results support installing traffic calming measures on Springdale Boulevard, between Greenwood Avenue and Coxwell Avenue, Transportation Services staff will schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and priority of speed humps installation is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Springdale Boulevard, between Greenwood Avenue and Coxwell Avenue, scored 14 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, installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

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. Emergency services were advised of this proposal. Comments have not been received back at the time of writing this report from Toronto Police Service, Toronto Paramedic Services or Toronto Fire Services.

The Ward Councillor has been advised of the recommendation of this staff report.

CONTACT

Shawn Dillon, Manager Traffic Operations (Area 1), Transportation Services, 416-397-5021, Shawn.Dillon@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant Criteria - Springdale Avenue
Attachment 2: Map - Speed Humps Locations Plan, Springdale Boulevard: Greenwood Avenue to Coxwell Avenue

Attachment 1: Traffic Calming Warrant Criteria - Springdale Boulevard

Traffic Calming Warrant Criteria - Springdale Boulevard

Warrant Criteria	Requirement	Warrant Satisfied?
Petition	Petition signed by at least 25% of the households on the street and/or 10% multiple family rental dwellings OR A direct request from the Ward Councillor	Yes
Impacts to Adjacent Streets	No significant traffic impacts on adjacent streets	Yes
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
Road Grade	Road grade 5% or less OR between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Yes
Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, will not significantly affect service delivery	Comments awaited
Minimum Speed	The 85th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the traffic volume warrant must be satisfied OR On-streets where the 85th percentile speed exceeds the warranted speed limit by a minimum of 15 km/h, there is no minimum traffic volume required	No (42 km/h)
Traffic Volumes	Local road traffic volume must be between 1,000 and 8,000 vehicles per day OR Collector road traffic volume must be between 2,500 and 8,000 vehicles per day	No (432 Vpd)
Minimum Block Length	On-streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres	Yes
Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) service, vehicles will not be significant (as determined in consultation with TTC staff)	Yes

Attachment 2: Map - Speed Humps Locations Plan, Springdale Boulevard: Greenwood Avenue to Coxwell Avenue

