

Traffic Calming - Castlefield Avenue

Date: June 10, 2022

To: North York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 8 - Eglinton-Lawrence

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services is recommending the installation of speed humps on Castlefield Avenue, between Castlewood Road and Avenue Road. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy have been satisfied; therefore, speed humps should be installed subject to positive results of the traffic calming poll.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. North York Community Council request the City Clerk to poll eligible householders on Castlefield Avenue, between Castlewood Road and Avenue Road, to determine whether residents support the installation of traffic calming (speed humps), in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
 - a. North York Community Council authorize the installation of speed humps on Castlefield Avenue, between Castlewood Road and Avenue Road; and
 - b. North York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of six speed humps on Castlefield Avenue, between Castlewood Road and Avenue Road, generally as shown on Attachment 2, dated June 2022, in this report entitled "Traffic Calming - Castlefield Avenue" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing six speed humps on Castlefield Avenue, between Castlewood Road and Avenue Road is \$24,000. Funding is subject to availability and competing priorities within the Transportation Services 2023 Capital 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 (speed humps) on Castlefield Avenue, between Castlewood Road and Avenue Road. The residents are concerned that motorists travel at a high rate of speed on Castlefield Avenue.

Existing Conditions

Castlefield Avenue 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 8.5 metres
- The daily two-way traffic volume is approximately 1,500 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided on this roadway
- There are sidewalks located on both sides of the street

The land use in the area consists of detached residential dwellings. Allenby Junior Public School and Allenby Daycare are located on the north side of the street. The subject section of Castlefield Avenue is within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included as 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 as Attachment 1.

As part of the assessment of the warrant criteria, a three-day vehicle speed and volume study was conducted on Castlefield Avenue, between Castlewood Road and Avenue Road from October 26 to 28, 2021.

Based on the study results, Castlefield Avenue has satisfied the warrant criteria for both minimum vehicle speed and volume. The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 58 km/h. The operating speed is 18 km/h over the warranted speed of 40 km/h. The 24 hour total vehicle volume was 1,485 vehicles which is above the required minimum of 1,000 vehicles per day for local roads.

The overall investigation concluded that the warrant criteria as outlined in the Traffic Calming Policy have been satisfied; therefore, staff recommend the installation of speed humps on Castlefield Avenue, between Castlewood Road and Avenue Road.

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 North York Community Council of the recommendations in this report, the City Clerk will poll property owners/occupants. Should the results support installing traffic calming measures on Castlefield Avenue, between Castlewood Road and Avenue Road, 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 and bicycle routes. Castlefield Avenue, between Castlewood Road and Avenue Road, scored 50 ranking points out of a possible 100.

No alterations to parking regulations will be required, nor will on-street 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.

Consultation with emergency services (Toronto Police Services, 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.

Toronto Fire Services responded and advised they do not support the installation of speed humps as it may negatively impact their service delivery. A copy of their full response is included in Attachment 3. Toronto Paramedic Services and Toronto Police Service have not provided comments back at the time of writing this report. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services, 416-397-8409, Shawn.Dillon@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Castlefield Avenue, between Castlewood Road and Avenue Road

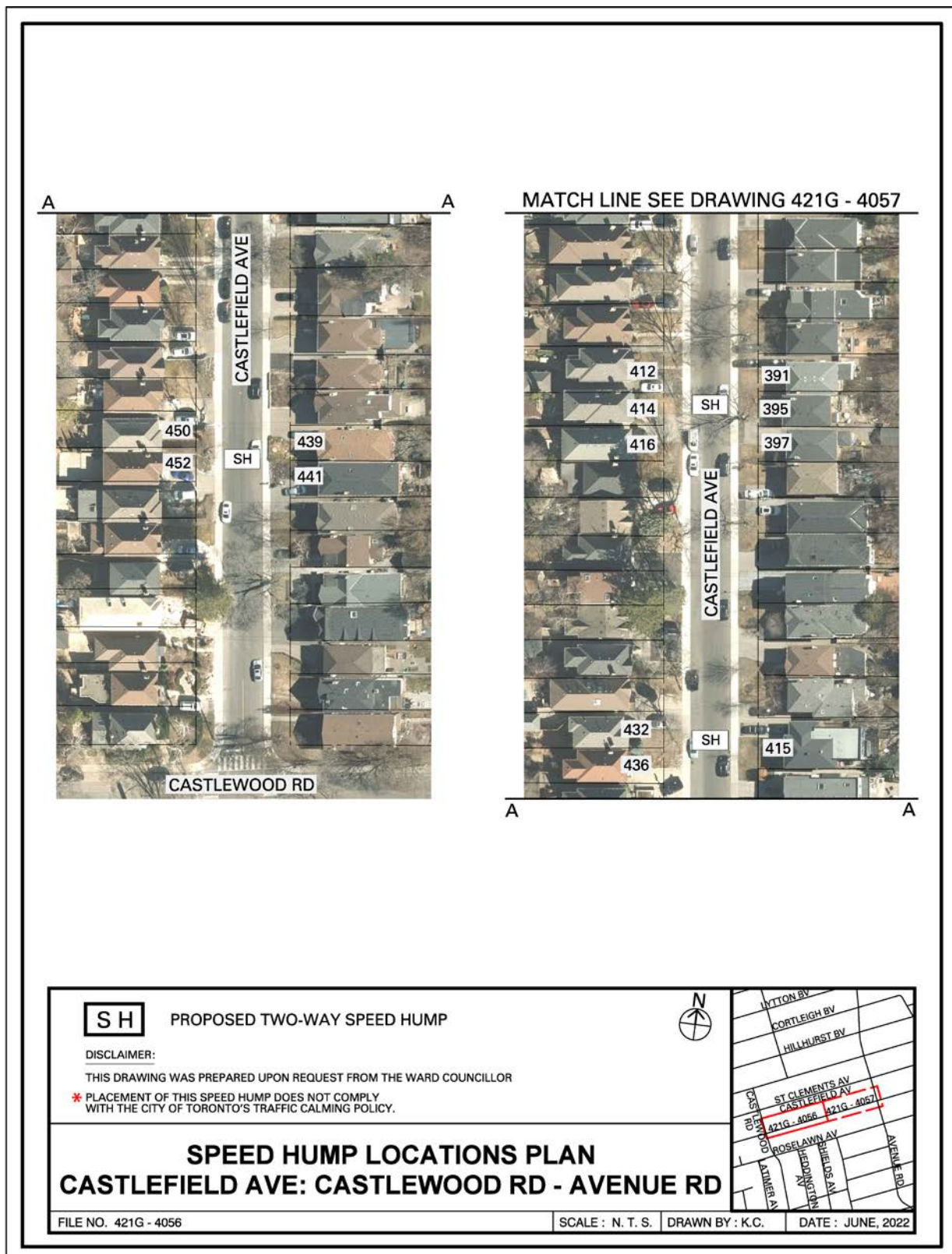
Attachment 2: Speed Hump Locations Plan - Castlefield Avenue (2 sheets, dated June 2022)

Attachment 3: Letter from Toronto Fire Services, Dated May 16, 2022

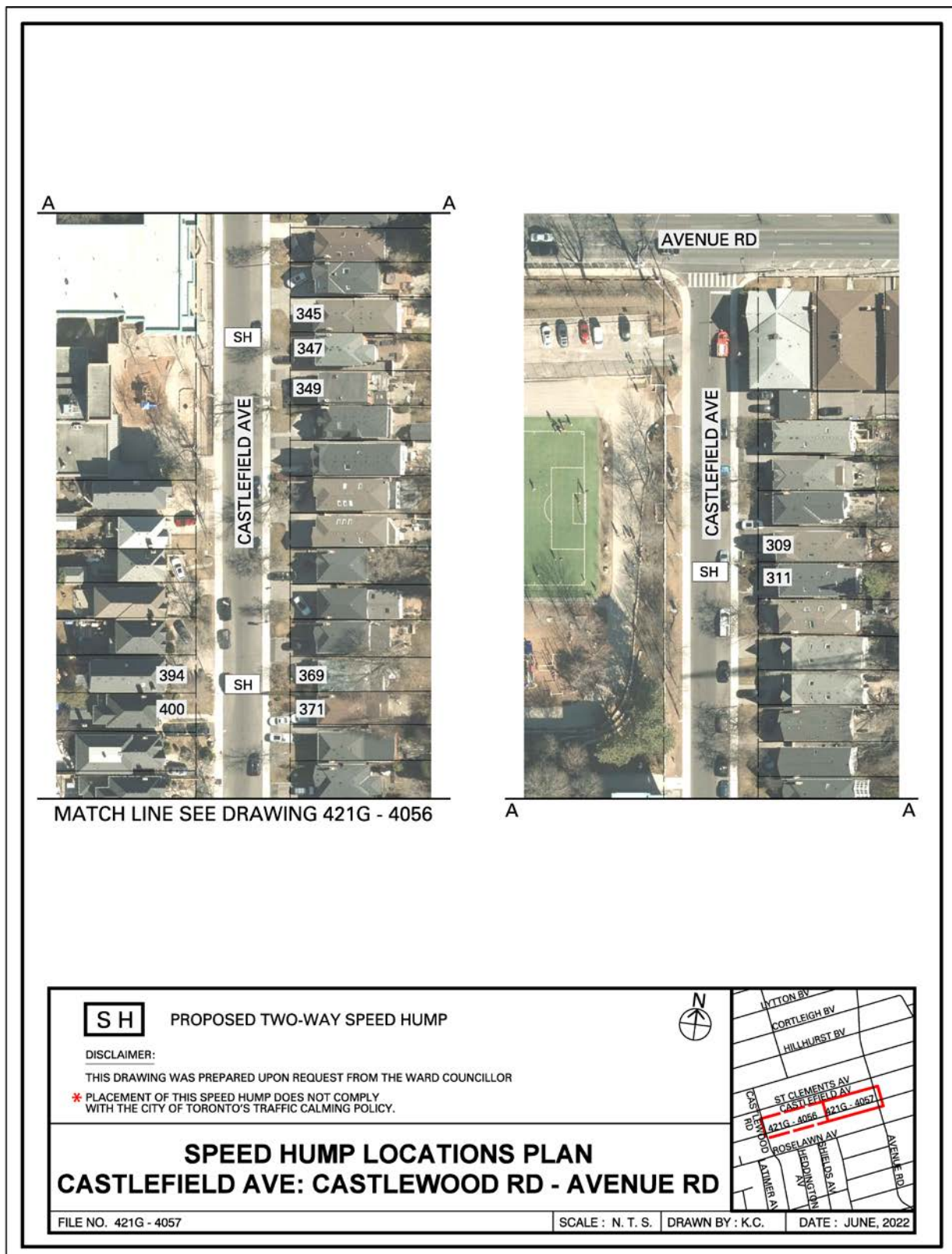
Attachment 2: Traffic Calming Warrant - Castlefield Avenue, between Castlewood Road and Avenue Road

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	No
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	Yes (58 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	Yes (1,485 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	No significant impacts on regularly scheduled Toronto Transit Service vehicles (as determined in consultation with TTC staff)	N/A

Attachment 2: Speed Hump Locations Plan - Castlefield Avenue: Castlewood Road - Avenue Road (2 sheets, dated June 2022)



Attachment 2: Speed Hump Locations Plan - Castlefield Avenue: Castlewood Road - Avenue Road (2 sheets, dated June 2022)



Attachment 3: Letter from Toronto Fire Services, Dated May 16, 2022



Tracey Cook
Deputy City Manager

Emergency Management

Fire Services
75 Toryork Drive
Toronto, Ontario

Tel: 416-338-9510
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May 16, 2022

Temitope Oyeyemi
Traffic Operations
Transportation Services
North York Civic Centre
5100 Yonge Street

RE: Castlefield Avenue between Castlewood Road and Avenue Road - Evaluation for installation of traffic calming devices.

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Castlefield Avenue (Castlewood to Avenue) and provide the following comments.

Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. 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.

The long term transit infrastructure construction in the area of this proposal may be impacting the traffic volume and speeds as alternate travel routes are utilized to by-pass the increased congestion in the areas adjacent the Eglinton Avenue corridor. The influence of this temporary conditions must be given consideration.

Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the city of Toronto. However, 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. Our recommendation is that non-physical measures be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles.

Regards,

Terry Bruining
Emergency Management
Toronto Fire Services