

Traffic Calming (Speed Humps) - Sparkhall Avenue

Date: January 10, 2023

To: Toronto and East York Community Council

From: 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 Sparkhall Avenue, between Hampton Avenue and Logan 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 Sparkhall Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Sparkhall Avenue, between Hampton Avenue and Logan 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 authorizes the installation of speed humps on Sparkhall Avenue, the estimated cost of installing three speed humps is \$12,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2023 Interim 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 measures on Sparkhall Avenue, between Hampton Avenue and Logan Avenue, to address concerns with speeding vehicles.

Existing Conditions

Sparkhall Avenue is characterized by the following conditions:

- It is a one-lane, eastbound, local roadway
- It operates one-way traffic on a pavement width of approximately 6.5 metres
- The daily one-way traffic volume is approximately 600 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There is a horizontal curve within the subject section of the roadway
- There are sidewalks on both sides of the street to the west of the curve and none on the east side of the curve

The land use in the area consists of detached and semi-detached residential dwellings, and Withrow Park located on the east side of Logan Avenue at Sparkhall Avenue. This subject section of Sparkhall Avenue is not within a designated community safety zone.

A map of the area and locations 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.

As part of the assessment of the warrant criteria, a two-day mid-block speed and volume study was conducted on Sparkhall Avenue during a mid-week period from June 14 to June 15, 2022. Data was gathered mid-block on Sparkhall Avenue, between Hampton Avenue and Logan Avenue.

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

- **Minimum Volume:** The average daily traffic volume of 615 vehicles for the subject segment of Sparkhall Avenue, is less than the required minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.
- **Minimum speed:** The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 44 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 44 km/h is 4 km/h over the warranted speed of 40 km/h and less than the required 10 km/h minimum.
- **Sidewalks:** There are no sidewalks provided on the east side of the horizontal curve on Sparkhall Avenue. As per warrant criteria, either there should be continuous sidewalk 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.

As required by the Traffic Calming Policy, staff evaluated the speeds of vehicles against the warranted speed limit of 40 km/h and not the posted speed limit 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 Sparkhall Avenue, between Hampton Avenue and Logan Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council decides to proceed with installing speed humps on Sparkhall Avenue, between Hampton Avenue and Logan Avenue, it may approve the following:

"That the Toronto and East York Community Council:

1. Direct the Director of Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Sparkhall Avenue, between Hampton Avenue and Logan 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 Sparkhall Avenue, between Hampton Avenue and Logan Avenue.
 - b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install three speed humps on Sparkhall Avenue, between Hampton Avenue and Logan Avenue, for traffic calming purposes, generally as shown on Drawing No. TC-115, dated December 2022 and attached to the report entitled "Traffic Calming (Speed Humps) - Sparkhall Avenue ", dated January 10, 2023, from the Director, Traffic Management, Transportation Services."

The estimated cost for installing three speed humps on Sparkhall Avenue is \$12,000.00. The installation of speed humps on Sparkhall Avenue would be subject to availability in Transportation Services 2023 Interim 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 Sparkhall Avenue, between Hampton Avenue and Logan 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 and bicycle routes. Sparkhall Avenue, between Hampton Avenue and Logan Avenue, scored 11 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, installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

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. 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 in this report.

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Sparkhall Avenue
Attachment 2: Speed Hump Locations Plan: Sparkhall Avenue, Hampton Avenue to
Logan Avenue

Attachment 1: Traffic Calming Warrant - Sparkhall Avenue

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	No
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	Awaiting Reply
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 (44 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 (600 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: Sparkhall Avenue, Hampton Avenue to Logan Avenue

