

Traffic Calming (Speed Humps) - Hassard Avenue

Date: April 19, 2024

To: Toronto and East York Community

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 speed humps on Hassard Avenue, between O'Connor Drive and Woodville Avenue. The assessment indicates the warrant criteria as set out in the updated Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Hassard Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council not authorize the installation of speed humps on Hassard Avenue, between O'Connor Drive and Woodville Avenue.

FINANCIAL IMPACT

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

If Toronto and East York Community amends the recommendation in this report and authorizes the installation of speed humps on Hassard Avenue, the estimated cost of installing two speed humps is \$8,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2024 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Hassard Avenue, between O'Connor Drive and Woodville Avenue. The residents are concerned that motorists travel at a high rate of speed on Hassard Avenue.

Existing Conditions

Hassard Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway.
- It operates two-way traffic on a pavement width of approximately 9.0 metres
- The daily two-way traffic volume is approximately 230 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 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 Hassard 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 eligibility and warrant criteria as set out in the City of Toronto's updated Traffic Calming Policy must be satisfied. The eligibility criteria include the road classification, the presence of sidewalks, maximum traffic volume, the road grade and the impacts to emergency services and transit. The warrant criteria include the block length and the operating speeds. Details of the eligibility and warrant criteria are included in Attachment 1.

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Hassard Avenue from November 28 to November 30, 2023.

The study results on Hassard Avenue disclosed the following:

- 24-hour total vehicle volume is 232 vehicles
- The block length from O'Connor Drive to Woodville Avenue was 102 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 31 km/h

- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 34 km/h

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

- Minimum block length: The street block length of Hassard Avenue is less than the required minimum of 120 metres between adjacent stop controls.
- Minimum speed: The operating speed must be a minimum of 8 km/h over the warranted speed limit. The operating speed of 31 km/h is 7 km/h under the required speed of 38 km/h. The 95th percentile speed must be a minimum of 15 km/h over the warranted speed limit. The 95th percentile speed of 34 km/h is 11 km/h under the required speed of 45 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Hassard Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council decides to proceed with installing speed humps on Hassard Avenue, between O'Connor Drive and Woodville Avenue, it may approve the following:

1. Toronto and East York Community Council authorize the installation of speed humps on Hassard Avenue, between O'Connor Drive and Woodville Avenue.
2. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of two speed humps on Hassard Avenue, between O'Connor Drive and Woodville Avenue, generally as shown on Attachment 2, Drawing TC-244, dated March 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Hassard Avenue" from the Director, Traffic Management, Transportation Services.

The estimated cost for installing two speed humps on Hassard Avenue is \$8,000.00. The installation of speed humps on Hassard Avenue would be subject to availability in Transportation Services 2024 Capital Budget and competing priorities.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures (speed humps) exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or cyclist
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Hassard Avenue, between O'Connor Drive and Woodville Avenue, scored 17 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.

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.

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 have also provided their comments. A copy of their full response is included in Attachment 4. 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 recommendation in this report.

CONTACT

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services
416-397-5021, Dan.Clement@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Hassard Avenue

Attachment 2: Speed Hump Locations Plan - Hassard Avenue

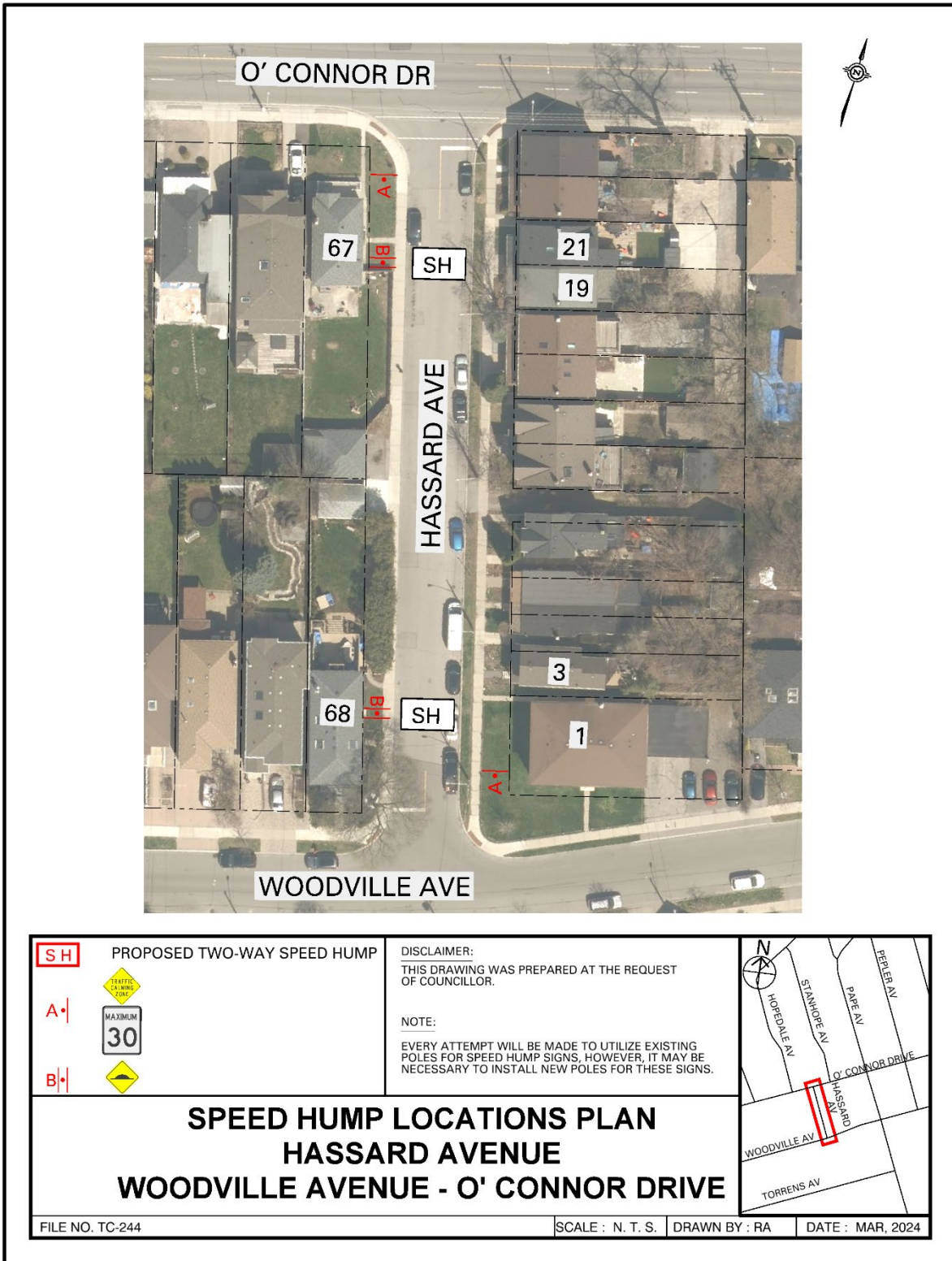
Attachment 3: Letter from Toronto Fire Services, dated April 16, 2024

Attachment 4: Letter from Toronto Paramedic Services, dated April 16, 2024

Attachment 1: Traffic Calming Warrant - Hassard Avenue

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	No (102 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	No (31 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (34 km/h)

Attachment 2: Speed Hump Locations Plan - Hassard Avenue



Attachment 3: Letter from Toronto Fire Services, dated April 16, 2024



Matthew Pegg
Fire Chief and General Manager

Paul Raftis
Deputy City Manager
Community & Social Services

Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Email: OfficeoftheFireChief@toronto.ca

April 16, 2024

Arshad Nazir
Engineering Technologist Technician 1,
Traffic Operations,
Transportation Services
City of Toronto

RE: Hassard Avenue (Between O'Connor Drive and Woodville Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Hassard Avenue (Between O'Connor Drive and Woodville Avenue) and provide the following comments.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

Toronto 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,

Claudio Gloazzo
Acting District Chief
for
Joseph Del Vasto
District Chief
Emergency Planning
Toronto Fire Services
(416) 338-9136



Attachment 4: Letter from Toronto Paramedic Services, dated April 16, 2024

From: Atif Sharif <Atif.Sharif@toronto.ca>
Sent: April 16, 2024 9:07 AM
To: Arshad Nazir <Arshad.Nazir@toronto.ca>
Subject: RE: Fwd: Re: Re: Speed Bumps

Good morning Arshad,

We have received and reviewed the proposal for installation of speed humps on Hassard Avenue between O'Connor Drive and Woodville Avenue, with the following comments:

Hassard Avenue appears to primarily service the residents that reside on the roadway and would not impact response times for other community members. It is important that the applicant understand that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

The study findings indicate that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has not been satisfied. Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.

Thank you,

Atif Sharif
A/Commander - Policy, Projects & Process Improvement
Office of the Chief
Toronto Paramedic Services
Tel: 416-397-7493

