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TO: Councillor Justin Di Ciano, Ward 5, Etobicoke - Lakeshore

FROM: Nazzareno A. Capano, Acting Manager, Traffic Operations-Etobicoke York District

DATE: April 27, 2018

SUBJECT: Service Request No # 8488036 - Glenaden Avenue East - Request for Traffic Calming

This correspondence is in response to your request, on behalf of an area resident, for staff to investigate concerns regarding vehicle speeds and to determine if physical traffic calming is warranted on Glenaden Avenue East. We have now completed our studies and offer the following comments.

Context/History

According to the City of Toronto's road classification system, Glenaden Avenue East is classified as a 'local' roadway with a posted speed limit of 40 km/h. Sidewalks exist on both sides of the street between Riverwood Parkway and a point approximately 40 metres west of Hazelridge Drive. From 40 metres west of Hazelridge Drive to Prince Edward Drive South no sidewalks exist on either side of Glenaden Avenue East.

Data Collection/Analysis

To quantify the need for traffic calming, automatic speed and volume counts were conducted for a period of 24 hours on Thursday, November 16, 2017 at three locations on Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway. The results of the studies indicate that the overall 85th percentile speed ranges between 41 and 50 km/h with an average speed in the range between 33 and 39 km/h. In addition, we recorded a maximum daily traffic volume of 869 vehicles on Glenaden Avenue East for the section between Prince Edward Drive South and Ballacaine Drive. During our studies, instances of excessive speeding were recorded. Details are also included in section 2.0 of the attached Technical Summary,

Staff also compared the current data with data acquired on April 23, 2014 at the same three locations which revealed no significant change in 85th percentile speed and vehicle volume on Glenaden Avenue East. These details are also included in section 2.0 of the attached Technical Summary.

We applied this data to the City of Toronto Traffic Calming Policy. According to the policy, the principle criteria for installing speed humps are vehicle speed and volume. Other environmental factors are considered, such as road width, pedestrian facilities and road grade. A staff assessment concludes that the warrant criteria for installing speed humps are not met, based on traffic volume and vehicle speeds on Glenaden Avenue East. The results are summarized in section 3.0 of the attached Technical Summary.

As part of our investigation, we also reviewed the Toronto Police Service collisions history for Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway (Mid-Block) for the past five year period for which we have complete data (from January 1, 2012 to December 31, 2016). The Toronto Police Service collision records indicate no reported collisions where speed was indicated as a contributing factor. The details are summarized in section 4.0 of the attached Technical Summary.

Conclusion/Recommendations

Based on our study results, observations and the collision history, the majority of traffic on Glenaden Avenue East is operating in a safe manner with most motorists complying with the posted 40 km/h speed limit. Based on the non-compliance of the Warrants, physical traffic calming is neither justified nor recommended at this time.

However, as our speed study revealed instances of motorists travelling in excess of the existing posted speed limit of 40 km/h on Glenaden Avenue East, especially between Hazelridge Drive and Riverwood Parkway, where the 85th percentile speed was recorded 10km/h over the posted speed limit, we will be forwarding a copy of this correspondence to the Toronto Police Service for their review and any enforcement they deem necessary.

Should you have any questions or comments regarding our study, please contact Mark Hargot, Supervisor of Traffic Operations, at 416-394-8453.

Sincerely,



Nazzareno A. Capano. P. Eng.
Acting Manager, Traffic Operations
Transportation Services, Etobicoke York District

TK: tk

att.

SR # 8488036

cc. Street File "Glenaden Avenue East"
Staff Sergeant, Doug MacDonald, Community Response Unit Manager, Toronto Police Service, 22 Divisions.

TECHNICAL SUMMARY

Glenaden Avenue East

Existing Roadway Classification

Roadway	Road Classification	Typical Daily Vehicle Volume
Glenaden Avenue East	Local	Less than 2,500 vehicles

1.0 Existing Roadway Conditions

- The speed limit on Glenaden Avenue East is 40 km/h.
- No sidewalks located on either side of Glenaden Avenue East between Prince Edward Drive South and a point approximately 40 metres west of Hazelridge Drive.
- Sidewalks exist on both sides of Glenaden Avenue East between a point approximately 40 metres west of Hazelridge Drive and Riverwood Parkway.
- All-Way Stop controls located at the intersections of Glenaden Avenue East & Ballacaine Drive and Glenaden Avenue East & Hazelridge Drive.
- Stop controls on Glenaden Avenue East at the intersections of Prince Edward Drive South and Riverwood Parkway.

2.0 24-Hour Speed Studies

Speed Limit: 40 km/h

Study Date: Thursday, November 16, 2017

Study Locations on Glenaden Avenue East	Speed Ranges – Km/h					85 th * Percentile	24-Hour Total
	1 – 40	41-45	46-50	51-55	> 55		
between Prince Edward Dr. S. & Ballacaine Dr.	684	113	49	14	9	42 km/h	869
between Ballacaine Dr & Hazelridge Dr.	382	51	19	5	0	41 km/h	457
between Hazelridge Dr & Riverwood Pkwy.	168	57	44	30	13	50 km/h	312

Study Date: Wednesday, April 23, 2014

Study Locations on Glenaden Avenue East	Speed Ranges – Km/h					85 th * Percentile	24-Hour Total
	1 – 40	41-45	46-50	51-55	> 55		
between Prince Edward Dr. S. & Ballacaine Dr.	502	162	103	44	22	47 km/h	833
between Ballacaine Dr. & Hazelridge Dr.	422	131	48	15	5	44 km/h	621
between Hazelridge Dr. & Riverwood Pkwy.	207	76	30	8	3	45 km/h	324

* The 85th percentile is the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions.

TECHNICAL SUMMARY

Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway

3.0 Traffic Calming Warrant

All the following criteria must be met to warrant traffic calming.

Warrant	Criterion	Requirement	Met	Not Met
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street		✓
Impacts to adjacent streets		If significant impacts are expected on adjacent streets these streets should be included in the proposal	TBD	
Warrant 2 Safety Criteria (all three criteria must be fulfilled to satisfy warrant)	2.1 Sidewalks	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 continuous sidewalk on either side for the entire length of the road
	2.2 Road Grade	Traffic calming measures must not be installed at or near locations where road grade exceeds 8%	✓	
	2.3 Emergency Response	Impacts on Emergency Services will not be significant (as determined in consultation with Fire Ambulance and Police)	TBD	
Warrant 3 Technical Requirements	3.1 Minimum Speed	The 85 th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the volume warrant of 3.2 must be fulfilled (3.2 not required if 85 th percentile > 15km/h over speed limit)	✓ 85 th 50 km/h	
	3.2 Traffic Volumes	Local Roads Traffic volume must be between 1,000 and 8,000 vehicles per day	Collector Roads Traffic volumes must be between 2,500 and 8,000 vehicles per day	✓ 24 hr volume 869
	3.3 Minimum Block Length	On streets where mid-block traffic calming measures are proposed the minimum block length must exceed 120 metres	✓	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant (as determined in consultation with TTC staff)	✓ No TTC	

All criteria need to be met to warrant physical traffic calming, which is not the case on Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway.

TECHNICAL SUMMARY
Glenaden Avenue East

4.0 Toronto Police Service Collision Records

Review period for which we have complete data: January 1, 2012 to December 31, 2016

Location: Glenaden Avenue East, between Prince Edward Drive South and Riverwood Parkway
(Mid-Block)

Year	Total Reported Collisions	<i>Involving Speeding</i>	Other
2012	0	0	0
2013	0	0	0
2014	0	0	0
2015	0	0	0
2016	0	0	0