

Consolidated Clause in Etobicoke York Community Council Report 6, which was considered by City Council on July 25, 26 and 27, 2006.

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**Request for Traffic Calming (Speed Humps) on Pearldale Avenue
(Ward 7 - York West)**

City Council on July 25, 26 and 27, 2006, adopted this Clause without amendment.

The Etobicoke York Community Council recommends that City Council adopt the staff recommendations in the Recommendations Section of the report (June 8, 2006) from the Director, Transportation Services, Etobicoke York District.

Purpose:

To report the findings of an investigation to install traffic calming (speed humps) on Pearldale Avenue between Duncanwoods Drive and Hasbrooke Drive.

Financial Implications and Impact Statement:

The estimated cost for the installation of four speed humps on Pearldale Avenue between Duncanwoods Drive and Hasbrooke Drive is \$12,000.00. Funds for the installation of this traffic calming measure would have to be made available in the 2006 Transportation Services Capital Budget. The installation of approved speed humps would be subject to competing priorities/ranking and funding availability.

Recommendations:

It is recommended that:

- (1) appropriate staff be authorized to conduct a poll of eligible residents/property owners on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive, in accordance with the traffic calming policy to determine if residents/property owners of the roadway support the installation of speed humps;
- (2) a by-law be prepared and public notice be given pursuant to the *Municipal Act* and *Municipal Class Environmental Assessment Act* for the alterations of sections of the roadway on Pearldale Avenue between Duncanwoods Drive and Hasbrooke Drive for traffic calming purposes, described as follows:

The construction of speed humps on Pearldale Avenue, generally as shown on Drawing No. SH-1111 dated April 26, 2006, attached;

- (3) pursuant to the requirements of Schedule B of the *Municipal Class Environmental Act*, notice of study commencement be given to the Ministry of the Environment, Fire Services, Emergency Medical Services and Toronto Police Service and upon approval of a by-law by Council, Notice of Completion be issued;
- (4) the speed limit on Pearldale Avenue be reduced from 40 km/h to 30 km/h between Duncanwoods Drive and Hasbrooke Drive, coincident with the implementation of speed humps; and
- (5) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto, including the introduction in Council of any bills that may be required.

Background:

As a result of a petition from residents of Pearldale Avenue, submitted to Councillor Giorgio Mammoliti, Ward 7, York West, Transportation Services Division staff were requested to investigate the feasibility of installing traffic calming (speed humps) on Pearldale Avenue. A map of the area is Attachment No. 1.

Comments:

Pearldale Avenue is classified as a local road located to the north of Finch Avenue and to the east of Islington Avenue. The speed limit is 40 km/h and sidewalks exist on both sides of the road. Humber Summit Middle School is located on the southwest corner of Duncanwoods Drive and Pearldale Avenue. On the west side of Pearldale Avenue, in addition to the school, are two high-density apartment buildings. On the east side of the street between Duncanwoods Drive and Hasbrooke Drive are residential homes, and between Hasbrooke Drive and Finch Avenue is a shopping plaza. An all-way stop exists on the corner of Duncanwoods Drive and Pearldale Avenue, and traffic control signals exist at Finch Avenue and Pearldale Avenue.

As part of our investigation, 24-hour automatic speed studies were conducted on Pearldale Avenue. Our analysis of the speed data reveals the following:

Direction on Pearldale Avenue	24-Hour Volume	Average Speed	85 th Percentile Speed
Northbound	1,506	42 km/h	50 km/h
Southbound	1,566	40 km/h	49 km/h

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

Transportation Services' staff evaluated Pearldale Avenue against the City of Toronto Traffic Calming Policy. The prime criteria for the installation of speed humps are vehicle speeds and traffic volume. Other environmental factors are also considered, such as road width, pedestrian facilities and gradient. All three of the following warrants must be achieved.

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

Warrant	Criterion	Requirement	Met	No t Me t
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	✓	
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	✓ Sidewalk On Both Sides	
	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)	✓ 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	✓ 3,072 vehicles per day
		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 Toronto Transit Commission (TTC) staff)	✓ No TTC	

* Speed humps will not be located on the portion of the road abutting the shopping plaza where a significant grade exists.

Application of our study data to the City of Toronto Traffic Calming Warrant revealed that traffic calming measures are justified on Pearldale Avenue between Hasbrooke Drive and Duncanwoods Drive.

As part of our investigation, we also reviewed the collision history on Pearldale Avenue. Over a three-year period, January 1, 2003 to December 31, 2005, no collisions were reported which were considered speed related.

Given that the primary criteria for the installation of traffic calming (speed humps) has been met, Transportation Services Division staff applied a secondary criteria (Traffic Calming Ranking System), which is a technical screening mechanism used to evaluate/compare the need of the traffic calming on the roadway with other traffic calming projects based on a point system totalling 100. The results of the ranking criteria indicate a total score of thirty (30) points out of 100. Accordingly, traffic calming should be approved for this location, and placed amongst competing locations throughout the City.

In accordance with the provisions of the City of Toronto Traffic Calming Policy, a formal poll must be conducted of households directly abutting or flanking a street where the installation of speed humps is proposed. Under this policy, a minimum response of 50 percent plus one ballot must be received, of which at least 60 percent of the responding households must be in favour of the installation of speed humps in order to proceed with the installation. Transportation Services Division staff will report the results to Councillor Mammoliti. If the poll supports the installation of speed humps, installation would be scheduled based on relative need and competing priorities.

A preliminary speed hump plan for Pearldale Avenue has been prepared in which the locations for four speed humps have been assessed. The installation of four speed humps would cost an estimated \$12,000.00 and would be subject to competing priorities and funding availability.

A provision outlined in the Municipal Class Environmental Assessment Act, which came into effect on April 4, 2001, specifies that other reasonable alternative solutions should be investigated prior to recommending any solutions involving roadway alterations, such as speed humps. Accordingly, as an alternative to speed hump installation, the following options to reduce the speed of motorists on Pearldale Avenue were reviewed.

Police Enforcement:

Effective enforcement of the existing posted 40 km/h maximum speed limit requires the dedication of police resources. Local streets generally do not have sufficient incidence of excessive speeding to justify radar enforcement on a frequent basis. Enforcement might be provided initially by the Toronto Police Service on a semi-regular basis for a one or two-week period. However, once the number of enforceable speeding infractions declines, radar enforcement would be withdrawn and vehicle speeds are likely to increase within a short period of time.

Enhanced Public Awareness:

In some instances motorists might not consciously be aware of the speed at which they are travelling. Therefore, enhancing public awareness of the speed limit is an option. Transportation Services did initiate a “Watch Your Speed” program in the spring whereby a trailer equipped with a radar unit, speed limit sign and display board is deployed on a problem street for two or three days to record vehicle speeds and give the approaching motorist an immediate read-out of their speed relative to the speed limit. The intention of the “Watch Your Speed” program is to increase public awareness and encourage responsible driving in the community. The program may produce a detectable change in motorists driving habits on streets where the speed trailer has been deployed. However, since the program is relatively new, there is insufficient data at this time to determine whether this program will have any long-term effect on motorists' driving behaviour.

Other Types of Traffic Calming Measures:

Traffic calming measures such as pinch-points and chicanes are in limited use across the City. These measures result in the loss of on-street parking spaces and generally have a minor impact on the operational speed of traffic, especially when compared to speed humps. Moreover, there are no cost advantages to installing these types of devices.

Do Nothing:

This too is an option that can be considered and although justified in certain instances where an investigation has indicated that the speed profile and/or operating characteristics of a street does not justify further review, this is not the case on Pearldale Avenue. A speeding concern has been raised and it is now appropriate to poll residents in accordance with the polling procedures to determine if there is sufficient support to take further steps.

The implementation of physical traffic calming measures results in slower operating speeds for all vehicles, including emergency service vehicles, and could result in increased response times in the event of an emergency. This factor must be stressed in this instance since residents/business owners on Pearldale Avenue, as well as other streets in this area, may be adversely affected, as emergency vehicles will be unable to circumvent traffic calming measures on one street by using an adjacent street.

The installation of speed humps on Pearldale Avenue constitutes an alteration to a public highway, pursuant to the provisions of the Municipal Act. Recent legislative changes to the Municipal Act, which came into effect in January 2003, do not require the City to advertise highway/roadway alterations, as previously done, unless the alteration denies access for a property owner.

However, changes to Provincial legislation now make traffic calming measures subject to provisions of the new Municipal Class Environmental Assessment Act. Specifically, these types of projects are identified as “Schedule B” activities, requiring two mandatory points of contact with the public and review agencies. Accordingly, a “Notice of Study Commencement”, and a

“Notice of Completion” after Council approval has been given must be issued allowing for a 30-day comment and input period.

Conclusions:

Given that the traffic calming warrant criteria are achieved on a portion of Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive, and other less restrictive options have been reviewed and considered less effective at resolving the speeding issue, the installation of speed humps, as outlined in this report on the subject roadways, is recommended as the preferred option, subject to positive support through the polling process.

Contact:

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(Attachment 1, referred to in this report, was forwarded to all Members of the Etobicoke York Community Council with the agenda for its meeting on July 11, 2006, and a copy is on file in the City Clerk’s Office, Etobicoke Civic Centre.)

The Etobicoke York Community Council also considered the following communications:

- (April 21, 2006) from Larry Perlman;
- (June 19, 2006) from Larry Perlman; and
- (July 11, 2006) from Larry Perlman.

Larry Perlman addressed the Etobicoke York Community Council.

