



## STAFF REPORT ACTION REQUIRED

### Bingham Avenue, between Kingston Road and Gerrard Street East – Traffic calming devices

<b>Date:</b>	December 20, 2006
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Beaches–East York, Ward 32
<b>Reference Number:</b>	Ts07017tey.top.doc

#### SUMMARY

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Recently, Transportation Services staff investigated installing traffic-calming devices to reduce the operating speed of Bingham Avenue, between Kingston Road and Gerrard Street East.

The operating speed of the street is already below a level which would benefit from installing traffic-calming devices. Therefore, Transportation Services staff should not install speed humps on this section of Bingham Avenue.

#### RECOMMENDATIONS

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**The Transportation Services Division recommends that:**

1. Traffic-calming devices not be installed at this time on Bingham Avenue, between Kingston Road and Gerrard Street East.

#### Financial Impact

The adoption of the above-noted Recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic-calming devices on this section of Bingham Avenue, the following financial impact will result:

1. The estimated cost for installing seven speed humps would be \$21,000.00. Transportation Services has requested that the 2007 Capital budget process allocate \$750,000.00 for traffic-calming initiatives and installing speed humps on

Bingham Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Sandra Bussin, Transportation Services staff studied Bingham Avenue, between Kingston Road and Gerrard Street East, to determine whether installing traffic-calming devices was needed.

## **COMMENTS**

Bingham Avenue, between Kingston Road and Gerrard Street East, is a local street, operating two-way with a posted speed limit of 40 km/h and a pavement width of 8.5 metres.

On the section of Bingham Avenue, from Kingston Road to a point 79 metres north, the pavement width is 10.5 metres with TTC streetcar tracks and several bus services turning into the Victoria Park Avenue/Bingham Avenue TTC turning loop. This section of Bingham Avenue was not included as part of our review as it is a TTC route.

Transportation Services staff have reviewed Toronto Police Service collision records for a three-year period ending December 31, 2005. The records report nine collisions on this section of Bingham Avenue. One collision resulted from a vehicle backing out of a drive and hitting a parked car.

We have assessed this section of Bingham Avenue against the City of Toronto's Traffic-Calming Policy. According to the policy guidelines, vehicle speeds and traffic volume are the prime criteria for installing traffic-calming devices. Staff also consider other environmental factors, such as road width, pedestrian facilities and gradient. Transportation Services staff also evaluated this section of Bingham Avenue for safety and found that it has sidewalks on both sides of the roadway and that the road grade is less than eight percent. Because the section of Bingham Avenue met the basic criteria, staff could continue to further consider speed humps. Staff further evaluated the proposal under the technical criteria, and have summarized the results in appendix A.

Based on Transportation Services' assessment, Bingham Avenue, between Kingston Road and Gerrard Street East, does not meet all the criteria of the traffic-calming policy for installing traffic-calming devices. Specifically, the average operating speed of 46 kilometres per hour is less than 10 kilometres per hour over the warranted speed limit of 40 kilometres per hour and the average daily volume of 800 vehicles per day is below the minimum daily volume of 1000 vehicles per day that the traffic-calming policy requires. Therefore, under the requirements of the traffic-calming policy, installing speed humps on Bingham Avenue, between Kingston Road and Gerrard Street East, is not warranted.

## **Alternate recommendations**

Even though the staff's findings were not favourable, if the Toronto and East York Community Council wishes to proceed with installing speed humps on Bingham Avenue, between Kingston Road and Gerrard Street East, it must recommend that:

1. Transportation Services staff consult with Councillor Bussin to develop a speed hump plan;
2. Transportation Services staff poll eligible householders on Bingham Avenue, between Kingston Road and Gerrard Street East to determine whether residents support the installation, in accordance with the City of Toronto traffic-calming Policy;
3. Transportation Services staff give public notice pursuant to the Municipal Class Environmental Assessment Act, including Notice of Study Commencement to the Ministry of Environment, Fire Service, Emergency Medical Service and Toronto Police Service; and
4. subject to favourable results of the poll;
  - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Bingham Avenue, between Kingston Road and Gerrard Street East, for traffic calming purposes, generally as the speed hump plan that Transportation Services staff circulated to residents during the polling process shows; and
  - (b) Transportation Services staff reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Bingham Avenue, between Kingston Road and Gerrard Street East, at the same time as they install speed humps.

Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles, and could result in increased response times in the event of an emergency.

On December 8, 2006, Toronto Fire Services has written a letter of concern to Transportation Services regarding the placement of speed humps on Bingham Avenue. Appendix B contains the text of this letter.

### **Conduct poll**

In accordance with the provisions of the City of Toronto traffic-calming policy, Transportation Services staff must formally poll householders who would be directly affected by installing speed humps on this section of Bingham Avenue. Under this policy, Transportation Services staff must receive a minimum response of 50 percent plus one ballot, of which at least 60 percent of the responding households must be in favour of installing speed humps so that staff can proceed with the installation. Accordingly, subject to approval by Council of the alternative recommendations outlined above,

Transportation Services' staff would poll householders on Bingham Avenue, between Kingston Road and Gerrard Street East and report the results to Councillor Bussin. If the poll supports installing speed humps on Bingham Avenue, between Kingston Road and Gerrard Street East, Transportation Services staff would schedule installation based on relative need and competing priorities.

Staff use a technical screening mechanism to determine relative need and to prioritize installing speed humps, based on traffic volume, vehicle speed percentages, speed related collisions, and the presence of schools, parks, senior's residences or bicycle routes. Based on this technical assessment, Bingham Avenue scored 15 ranking points out of a possible 100.

One of the provisions of the Municipal Class Environmental Assessment Act specifies that other reasonable alternative solutions be investigated prior to the recommendation of any solutions involving roadway alterations, such as speed humps. In this regard, as an alternative to speed hump installation, the following options were considered as part of staff's review on Bingham Avenue.

#### Police Enforcement:

Enhanced enforcement of the maximum speed limit requires the dedication of police resources. Many local streets generally do not have sufficient incidences of excessive speeding to justify radar enforcement on a frequent basis. Enforcement might be provided by the Police Service on a semi-regular basis for a one or two-week period. Frequent users of the street become aware of the police presence and generally adjust their speed accordingly. However, once Police Service staff detects a reduction in the number of enforceable speeding infractions, radar enforcement is likely to be withdrawn and incidence of speeding could recur.

#### 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 has initiated a "Watch Your Speed" program 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.

#### Other Types of Traffic Calming Measures:

Traffic calming measures such as pinch-points and chicanes are in limited use across the City. Such measures result in the loss of on-street parking spaces and generally have a minor impact on the operational speed of traffic. The loss of parking is a concern in many residential neighbourhoods in the central area of the City, especially on streets such as Bingham Avenue, where there has been a history of a high demand for on-street

parking spaces. Although feasible, it would not be prudent to remove on-street parking spaces on Bingham Avenue for the sake of installing other physical traffic calming measures.

Do Nothing:

This too is an option that could be considered on Bingham Avenue where the investigation has indicated that the speed profile and operating characteristics of the street are typical of many local streets in residential neighbourhoods across the City and do not suggest a potentially resolvable problem presently exists.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

Appendix "A" – Table 1: Traffic Calming Warrant Criteria  
Appendix "B" – Letter Dated December 8, 2006, Fire Services

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