



**STAFF REPORT  
ACTION REQUIRED**

**Willow Avenue – Traffic Calming**

<b>Date:</b>	March 5, 2007
<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>	Ts07040te.top.doc

**SUMMARY**

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This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents’ concerns with the speed of traffic on Willow Avenue, between Queen Street East and Park Avenue.

Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Willow Avenue at this time.

**RECOMMENDATIONS**

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**Transportation Services recommends to Toronto and East York Community Council that:**

1. traffic calming not be installed on Willow Avenue, between Queen Street East and Park Avenue.

**Financial Impact**

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on this section of Willow Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing two speed humps would be \$6,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic-calming initiatives. Installing speed humps on Willow Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Sandra Bussin, Transportation Services studied this section of Willow Avenue to determine whether traffic-calming devices would address concerns with current traffic operations.

## **COMMENTS**

Willow Avenue, between Queen Street East and Park Avenue, is a local street operating two-way (north/south) with a posted speed limit of 40 km/h and a pavement width of 8.5 metres. It has sidewalks on the west side of the roadway and the road grade is less than eight percent. Accordingly, we further considered the need for traffic-calming measures against the City of Toronto Traffic Calming Policy.

### **Analysis**

Toronto Police Service collision records indicate no collisions were reported on this section of Willow Avenue for a three-year period ending November 1, 2006.

Vehicle speeds and traffic volume are the prime criteria for installing traffic-calming devices. Other factors, including road width, pedestrian facilities and gradient are also considered in the assessment.

Willow Avenue, between Queen Street East and Park Avenue, does not meet all the criteria for installing traffic-calming devices. Specifically, the average daily volume of 800 vehicles per day is less than the minimum daily volume of 1000 vehicles per day that the traffic-calming policy requires, and the operating speed of 41 km/h is less than 10 km/h over the posted speed limit. Therefore, installing speed humps on Willow Avenue, between Queen Street East and Park Avenue, is not warranted.

Appendix A outlines the assessment of the technical criteria in more detail.

### **Alternate recommendations**

If, despite the findings above, the Toronto and East York Community Council determines that installing speed humps on Willow Avenue, between Queen Street East and Park Avenue would be beneficial it may approve the following:

1. Transportation Services consult with Councillor Bussin to develop a speed hump plan;
2. Transportation Services poll eligible householders on Willow Avenue, between Queen Street East and Park Avenue, to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy; and

3. subject to favourable results of the poll;
  - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Willow Avenue, between Queen Street East and Park Avenue, for traffic-calming purposes, generally as the speed hump plan that Transportation Services circulated to residents during the polling process shows; and
  - (b) Transportation Services take the necessary action to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Willow Avenue, between Queen Street East and Park Avenue, when the speed humps are installed.

### **Conduct Poll**

The City of Toronto Traffic Calming policy stipulates householders who would be directly affected by installing speed humps on this section of Willow Avenue must be formally polled. A minimum response of 50 percent plus one ballot is established, of which at least 60 percent of the responding households must be in favour of installing speed humps in order to proceed with the installation. Accordingly, subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll householders on Willow Avenue, between Queen Street East and Park Avenue, and report the results to Councillor Bussin. If the poll supports speed humps on Willow Avenue, Transportation Services staff would schedule installation based on relative need and competing priorities.

### **Relative Priority and Other Impacts**

Relative need and the priority of installing speed humps is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Willow Avenue scored 15 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected, and the effects on winter services, street cleaning and garbage collection should be minimal.

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.

## **Emergency Services Comments**

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. We have consulted with emergency services and Toronto Fire Service has written a letter dated January 22, 2007 outlining their concerns with the installation of speed humps on Willow Avenue, which is included in this report as Appendix B.

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Appendix A - Table 1: Traffic Calming Warrant Criteria  
Appendix B - Letter from Toronto Fire Service dated January 22, 2007

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