



## STAFF REPORT ACTION REQUIRED

### Ivy 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>	Toronto - Danforth, Ward 30
<b>Reference Number:</b>	Ts07067te.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 Ivy Avenue, between Greenwood Avenue and Leslie Street.

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 Ivy 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 Ivy Avenue, between Greenwood Avenue and Leslie Street.

#### **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 Ivy Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing five speed humps would be \$15,000.00. 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 Ivy Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Paula Fletcher, Transportation Services staff studied this section of Ivy Avenue to determine whether traffic-calming devices would address concerns with current traffic operations.

## **COMMENTS**

Ivy Avenue, between Greenwood Avenue and Leslie Street, is a local street operating one-way eastbound with a posted speed limit of 40 km/h and a pavement width of 7.3 metres. It has sidewalks on both sides 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**

Transportation Services staff have reviewed Toronto Police Service collision records for a three-year period ending March 1, 2006. We found one collision on Ivy Avenue, between Greenwood Avenue and Leslie Street. This collision did not involve speeding vehicles.

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.

Ivy Avenue, between Greenwood Avenue and Leslie Street, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 41 km/h is below the minimum of 10 km/h over the posted speed limit that the traffic calming policy requires. Also, the average daily volume of 500 vehicles per day is less than the required minimum of 1,000 vehicles per day. Therefore, installing speed humps on Ivy Avenue, between Greenwood Avenue and Leslie Street, 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 Ivy Avenue, between Greenwood Avenue and Leslie Street would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Paula Fletcher to develop a speed hump plan;

2. Transportation Services poll eligible householders on Ivy Avenue, between Greenwood Avenue and Leslie Street to determine whether residents support the installation, and consult with Toronto Fire Service, Emergency Medical Service and Toronto Police Service, 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 Ivy Avenue, between Greenwood Avenue and Leslie Street, 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 actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Ivy Avenue, between Greenwood Avenue and Leslie Street, 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 Ivy 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 Ivy Avenue and would report the results to Councillor Fletcher. If the poll supports speed humps on Ivy 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. Ivy Avenue scored 7 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. At this time we have not consulted with emergency services, however, Toronto Fire Services has provided the following general statement in the past regarding the installation of speed humps:

“...Toronto Fire Service is supportive of initiatives that improve the life safety of our citizens. Our concern is that the physical calming measures being proposed may negatively impact emergency response to the area.

The vertical restrictions imposed by speed humps have a much greater affect on large fire vehicles than smaller passenger vehicles. Response time increases with every obstacle a fire vehicle encounters en route from the fire station to the incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time that could result in increased property damage, unnecessary injury or loss of life.

Speed humps are generally hard on large, heavy vehicle (fire vehicles) and increase the potential to suffer mechanical damage. This in turn can lead to a vehicle being placed out of service for considerable periods of time. Aside from the costs associated with repairs, there is a decrease in the resources available to respond to other emergency situations.”

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
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## **ATTACHMENTS**

Appendix “A” – Table 1: Traffic Calming Warrant Criteria

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