



**STAFF REPORT  
ACTION REQUIRED**

**Lambertlodge Avenue – Traffic Calming**

<b>Date:</b>	April 12, 2007
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	St. Paul’s, Ward 21
<b>Reference Number:</b>	Ts07111te.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 Lambertlodge Avenue, between Christie Street and the west branch of Melita Crescent.

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 Lambertlodge 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 Lambertlodge Avenue, between Christie Street and the west branch of Melita Crescent.

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

1. The estimated cost for installing 5 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 Lambertlodge Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Joe Mihevc, Transportation Services studied Lambertlodge Avenue between Christie Street and the west branch of Melita Crescent to determine whether traffic calming devices would address concerns with current traffic operations.

## **COMMENTS**

Lambertlodge Avenue, between Christie Street and the west branch of Melita Crescent, is a local street operating two-way with a posted speed limit of 40 km/h and a pavement width of 8.5 metres. There is a sidewalk on the both sides of Lambertlodge Avenue between Christie Street and the west branch of Melita Crescent. The road grade is less than eight percent. There is no TTC service on this street.

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.

Toronto Police Service collision records indicate four collisions were reported during the three-year period ending November 1, 2006. However, a review of each collision report has determined that speeding was not a factor in any of the reported collisions.

Lambertlodge Avenue, between Christie Street and the west branch of Melita Crescent, does not meet all the criteria for installing traffic calming devices. Specifically, the operating speeds of 34 km/h between Christie Street and the east branch of Melita Crescent, and 38 km/h between the east and the west branches of Melita Crescent are less than 10km/h over the posted speed limit. The average speed recorded was 27 km/h and 30 km/h on each section of Lambertlodge Avenue that was surveyed. In conjunction with the installation of speed humps, the maximum speed limit is reduced to 30 km/h. As previously noted, the average speeds recorded were already at or below the maximum speed limit if traffic calming (speed humps) were installed. The installation of speed humps would have little impact on further lowering the operational speeds and are not technically warranted nor recommended on the subject section of Lambertlodge Avenue. 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 Lambertlodge Avenue, between Christie Street and the west branch of Melita Crescent would be beneficial, it may approve the following:

1. Transportation Services poll eligible householders on Lambertlodge Avenue, between Christie Street and the west branch of Melita Crescent, to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy; and

2. subject to favourable results of the poll;
  - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Lambertlodge Avenue, between Christie Street and the west branch of Melita Crescent, 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 Lambertlodge Avenue, between Christie Street and the west branch of Melita Crescent, 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 Lambertlodge 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 Lambertlodge Avenue, and would report the results to Councillor Mihevc. If the poll supports installing speed humps on Lambertlodge 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. Lambertlodge Avenue, between Christie Street and the east branch of Melita Crescent scored 25 ranking points out of a possible 100, and 26 ranking points out of a possible 100 on Lambertlodge Avenue between the east and west branches of Melita Crescent.

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 received a reply dated April 2, 2007 from Toronto Fire Services, outlining their concerns with respect to the installation of speed humps on Lambertlodge Avenue. A copy of this letter is attached as Appendix "B".

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing No. 421F-8767, dated April 2007  
Appendix A - Table 1: Traffic Calming Warrant Criteria  
Appendix B - Letter from Toronto Fire Services dated April 2, 2007

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