



## STAFF REPORT ACTION REQUIRED

### Claxton Boulevard – Traffic Calming

<b>Date:</b>	August 21, 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>	Ts07191te.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 Claxton Boulevard, between Raglan Avenue and Connaught Circle.

Assessment results indicate that the speeds on the street are reasonable and installing traffic calming would not noticeably lower vehicle speeds. Therefore, speed humps should not be installed on Claxton Boulevard at this time.

### RECOMMENDATIONS

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

1. not authorize installation of traffic calming (speed humps) on Claxton Boulevard, between Raglan Avenue and Connaught Circle.

#### **Financial Impact**

The adoption of the above-noted recommendation would not result in any financial impact. However, if Toronto and East York Community Council decides to approve the installation of traffic calming (speed humps) on Claxton Boulevard, the following financial impact will result:

1. the estimated cost for installing six speed humps on Claxton Boulevard would be \$18,000.00. Funds in the amount of \$695,000.00 are contained in the Transportation Services 2007 Capital Budget for traffic calming initiatives. The

installation of these speed humps would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Joe Mihevc, Transportation Services studied Claxton Boulevard, between Raglan Avenue and Connaught Circle, to determine whether traffic calming devices would address concerns with current traffic operations.

## **COMMENTS**

Claxton Boulevard is a local roadway divided by a centre median separating east/west traffic lanes. The legal speed limit is 40 km/h. There is a sidewalk and outer boulevard on the south side of Claxton Boulevard. There is no sidewalk on the north side of Claxton Boulevard. The Traffic Calming Policy for the City of Toronto states that speed humps should only be considered on a street where a sidewalk is present on at least one side of the street. 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 that seven collisions were reported during the three-year period ending January 31, 2007. Of these collisions, only one was reported where speeding may have been a factor. This occurred in June 2006 where a parked vehicle was sideswiped by a passing motorist. Another collision occurred when a motorist suffered a seizure and lost control of the vehicle. In another, the road was covered in snow and slush and the driver slid into another vehicle. Details of the other four collisions were not available.

Claxton Boulevard, between Raglan Avenue and Connaught Circle, does not meet all the criteria for installing traffic calming devices. Specifically, the operating speed of 44 km/h is less than the required criteria of being “10 km/h over the posted speed limit”. Therefore, installing speed humps on Claxton Boulevard, between Raglan Avenue and Connaught Circle, is not warranted.

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

## **Alternate recommendations**

Notwithstanding the above-noted study results, if Toronto and East York Community Council determines that installing speed humps on Claxton Boulevard, between Raglan Avenue and Connaught Circle would be beneficial, it should approve the following recommendations:

1. Transportation Services poll eligible householders on Claxton Boulevard, between Raglan Avenue and Connaught Circle, 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 Claxton Boulevard, between Raglan Avenue and Connaught Circle, for traffic calming purposes, as shown on the attached Drawing No. 421F-9057, which was circulated to residents during the polling process; and
  - (b) Transportation Services reduce the speed limit from 40 kilometres per hour to 30 kilometres per hour on Claxton Boulevard, between Raglan Avenue and Connaught Circle, when the speed humps are installed.

### **Conduct poll**

The City of Toronto Traffic Calming Policy stipulates that householders, who would be directly affected by the installation of speed humps on Claxton Boulevard, must be formally polled. In order to proceed with the installation, a minimum response of 50 percent plus one ballot must be achieved, of which, at least 60 percent of the responding households must be in favour of installing speed humps. Accordingly, subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll householders on Claxton Boulevard and would report the results to Councillor Mihevc. If the poll supports installing speed humps on Claxton Boulevard, Transportation Services staff would schedule their 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. Claxton Boulevard, between Raglan Avenue and Kenwood Avenue, would score 30 ranking points out of a possible 100, and 21 ranking points out of a possible 100 on that section of Claxton Boulevard, between Kenwood Avenue and Connaught Circle.

No alterations to parking regulations are required, and the number of parking spaces would not be affected. Moreover, the impacts to 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**

Emergency Services (Police, Fire and Emergency Medical Services) have been contacted to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. At this time we have not received replies from these 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**

Teresa Carmichael, Transportation Technologist  
Traffic Operations, Toronto and East York District  
Phone: (416) 392-7771  
Fax: (416) 392-1920  
E-mail: tcarmich@toronto.ca

## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing No. 421F-9057, dated August 2007  
Appendix A - Traffic Calming Warrant Criteria

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