



**STAFF REPORT  
ACTION REQUIRED**

**Carling Avenue, between Bloor Street West and  
Leeds Street – Traffic Calming**

<b>Date:</b>	September 13, 2007
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Trinity-Spadina, Ward 19
<b>Reference Number:</b>	Ts07198te.top.doc

**SUMMARY**

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This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

Transportation Services staff have investigated installing traffic calming devices to reduce the operating speed of Carling Avenue, between Bloor Street West and Leeds Street.

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 Carling Avenue.

**RECOMMENDATIONS**

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**The Transportation Services Division recommends that:**

1. traffic-calming devices not be installed on Carling Avenue, between Bloor Street West and Leeds Street.

**Financial Impact**

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Community Council decides speed humps on Carling Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing three speed humps would be \$9,000.00. Transportation Services has been allocated \$695,000.00 in its 2007 Capital budget for traffic calming initiatives and installing speed humps on Carling Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Deputy Mayor Joe Pantalone Transportation Services staff studied Carling Avenue to determine whether installing traffic-calming devices was needed.

## **COMMENTS**

Carling Avenue, between Bloor Street West and Leeds Street, is a local street operating one-way northbound with a posted speed limit of 40 km/h and a pavement width varying between 6.2 and 6.8 metres.

Transportation Services staff have reviewed Toronto Police Service collision records for a three-year period ending December 31, 2006. The records indicate three collisions occurred on this section of Carling Avenue, two of which involved parked vehicles and could not be attributed to speeding vehicles. The other collision involved a 59 year old pedestrian. The pedestrian was walking on the roadway pushing a snow blower during heavy snow conditions and was struck on the arm by a northbound school bus. The pedestrian sustained minimal injuries and the driver was charged for failing to yield to a pedestrian.

We have assessed Carling 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. We also evaluated Carling Avenue for safety and found that it has a continuous and partial sidewalk on the west and east sides of the roadway respectively and that the road grade is less than eight percent. Because the basic criteria were met, staff could continue to further consider speed humps. We further evaluated the proposal under the technical criteria, and have summarized the results in Appendix A.

Based on Transportation Services' assessment, Carling Avenue, between Bloor Street West and Leeds Street, does not meet all the criteria of the traffic-calming policy for installing traffic-calming devices. Specifically, the operating speed of 37 km/h is below the minimum of 40 km/h over the warranted speed limit that the traffic-calming policy requires. In addition, the average daily volume of 645 vehicles per day is less than the required minimum of 1,000 vehicles per day. Therefore, under the requirements of the traffic-calming policy, installing speed humps on Carling Avenue, between Bloor Street West and Leeds Street, is not warranted.

## **Alternate recommendations**

Even though staff's findings were not favourable, if the Toronto and East York Community Council decides that installing speed humps on Carling Avenue, between Bloor Street West and Leeds Street, would be beneficial it may approve the following:

1. Transportation Services poll eligible voters on Carling Avenue, between Bloor Street West and Leeds 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
2. subject to favourable results of the poll;
  - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Carling Avenue, between Bloor Street West and Leeds Street, for traffic calming purposes, generally as shown in Drawing No. 421F-9073, dated August 2007; and
  - (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Carling Avenue, between Bloor Street West and Leeds Street, when the speed humps are installed.

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.

### **Conduct poll**

In accordance with the provisions of the City of Toronto traffic-calming policy, residents who would be directly affected by installing speed humps on Carling Avenue must be formally polled. Under this policy, Transportation Services must receive a minimum response of 50 percent plus one ballot, of which at least 60 percent of the respondents must be in favour of installing speed humps in order to proceed with the installation. Accordingly, subject to approval by Council of the alternate recommendations outlined above, Transportation Services' would poll eligible voters on Carling Avenue and would report the results to Deputy Mayor Joe Pantalone. If the poll supports installing speed humps on Carling Avenue, between Bloor Street West and Leeds Street, Transportation Services staff would schedule installation based on relative need and competing priorities.

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

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, seniors' residences or bicycle routes. Based on this technical assessment, Carling Avenue scored 12 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.

## **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 significant amount of time that could result in increased property damage, unnecessary injury or loss of life. Speeds 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**

Stephen C. Brown, Traffic Engineer/Planner  
Traffic Operations, Toronto and East York District  
Phone: (416) 392-5202  
Fax: (416) 392-1920  
e-mail: sbrown1@toronto.ca

## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing No. 421F-9073, dated August 2007  
Appendix “A” – Table 1: Traffic Calming Warrant Criteria

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