



**STAFF REPORT
ACTION REQUIRED**

Benlamond Avenue, between Glenoak Drive and Main Street – Traffic Calming

Date:	September 13, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches – East York, Ward 32
Reference Number:	Ts07200te.top.doc

SUMMARY

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 Benlamond Avenue, between Glenoak Drive and Main Street.

Our assessment indicates the speeds and traffic volumes on the street are too low to justify traffic calming. Therefore, speed humps should not be installed on Benlamond Avenue at this time.

RECOMMENDATIONS

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

1. traffic calming not be installed on Benlamond Avenue, between Glenoak Drive and Main 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 Benlamond Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing two speed humps would be \$6,000.00. Funds in the amount of \$695,000.00 have been allocated in the Transportation Services 2007 Capital Budget for traffic calming initiatives. Installing speed humps on Benlamond Avenue would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

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

COMMENTS

Benlamond Avenue, between Glenoak Drive and Main Street, is a local street operating two-way with a posted speed limit of 40 km/h and a pavement width of 8.5 metres metres. It has sidewalks on both sides of the roadway and the road grade is less than 2 percent. There is no TTC service on this street.

Toronto Police Service collision records indicate no collisions were reported on Benlamond Avenue for the three-year period ending June 1, 2007.

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

Benlamond Avenue, between Glenoak Drive and Main Street, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 47 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 850 vehicles per day is less than the required minimum of 1,000 vehicles per day. Therefore, installing speed humps on Benlamond Avenue, between Glenoak Drive and Main Street, is not warranted.

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

Alternate recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Benlamond Avenue, between Glenoak Drive and Main Street 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 voters on Benlamond Avenue, between Glenoak Drive and Main Street 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 Benlamond Avenue, between Glenoak Drive and Main 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 Benlamond Avenue, between Glenoak Drive and Main Street, when the speed humps are installed.

Conduct poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on this section of Benlamond Avenue must be formally polled. A minimum response of 50 percent plus one ballot is established, 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 Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll eligible voters on this section of Benlamond Avenue. If the poll supports speed humps on Benlamond 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 speed hump installation 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. Benlamond Avenue scored 23 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.

Speed humps would 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 received a response for Toronto Fire Services dated May 24, 2007 which is attached to this report as appendix “B”.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services

ATTACHMENTS

Drawing No. 421F-9076, dated September 2007
Appendix “A” – Table 1: Traffic Calming Warrant Criteria
Appendix “B” – Letter dated May 24, 2007 from Toronto Fire Services

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