



**STAFF REPORT
ACTION REQUIRED**

St. Clarens Avenue, between College Street and Bloor Street West – Traffic Calming

Date:	October 12, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Davenport, Ward 18
Reference Number:	Ts07212te.top.doc

SUMMARY

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 St. Clarens Avenue, between College Street and Bloor Street West.

The speed of vehicles on 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 St. Clarens Avenue.

RECOMMENDATIONS

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

1. traffic-calming devices not be installed on St. Clarens Avenue, between College Street and Bloor Street West.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Community Council decides to approve installing traffic-calming devices on St. Clarens Avenue, the following financial impact will result:

1. the estimated cost for installing nine speed humps would be \$27,000.00. The installation of these speed humps would be subject to competing priorities and funding availability in Transportation Services 2008 Capital Budget for traffic calming initiatives.

ISSUE BACKGROUND

At the request of Councillor Adam Giambrone Transportation Services staff studied St. Clarens Avenue to determine whether installing traffic-calming devices was needed.

COMMENTS

St. Clarens Avenue, between College Street and Bloor Street West, is a local street operating one-way northbound with a posted speed limit of 40 km/h and a pavement width of 6.4 metres. There is no TTC service on this street.

Transportation Services staff reviewed Toronto Police Service collision records for a three-year period ending December 31, 2006. The records indicate no reported collisions that could be attributed to speeding on this section of St. Clarens Avenue. Also, there were no reported collisions involving a pedestrian or cyclist on this section.

We have assessed St. Clarens 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 St. Clarens Avenue for safety and found that it has a continuous 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, St. Clarens Avenue, between College Street and Bloor Street West, does not meet all the criteria of the traffic-calming policy for installing traffic-calming devices. Specifically, the operating speed of 47 km/h is below the minimum of 10 km/h over the warranted speed limit that the traffic-calming policy requires. Therefore, under the requirements of the traffic-calming policy, installing speed humps on St. Clarens Avenue, between College Street and Bloor Street West, is not warranted.

Alternate recommendations

Even though staff's findings were not favourable, if the Toronto and East York Community Council wishes to proceed with installing speed humps on St. Clarens Avenue, between College Street and Bloor Street West, it must recommend that:

1. Transportation Services poll eligible voters on St. Clarens Avenue, between College Street and Bloor Street West 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 St. Clarens Avenue, between College Street and Bloor Street West, 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 reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on St. Clarens Avenue, between College Street and Bloor Street West, at the same time as they install speed humps.

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 St. Clarens 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 alternative recommendations outlined above, Transportation Services' would poll eligible voters on St. Clarens Avenue and would report the results to Councillor Adam Giambrone. If the poll supports installing speed humps on St. Clarens Avenue, between College Street and Bloor Street West, 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, St. Clarens Avenue scored 25 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.”

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Drawing No. 421F-9100, dated October 2007
Appendix “A” – Table 1: Traffic Calming Warrant Criteria

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