



## STAFF REPORT ACTION REQUIRED

### Manning Avenue, between Dundas Street West and Robinson Street – Traffic Calming

<b>Date:</b>	November 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>	Trinity-Spadina – Ward 19
<b>Reference Number:</b>	Ts07232te.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 speed humps on Manning Avenue, between Dundas Street West and Robinson Street to address residents’ concerns with the speed of traffic.

Staff’s assessment indicates the criteria as set out in the Traffic Calming Policy has not been met. Therefore, installation of speed humps on Manning Avenue is not recommended at this time.

#### RECOMMENDATIONS

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

1. not authorize installation of speed humps on Manning Avenue, between Dundas Street West and Robinson 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 Manning Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing 4 or 5 speed humps (to be determined through further design) would be between \$12,000.00 and \$15,000.00. 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 Manning Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Deputy Mayor Joe Pantalone, Transportation Services staff investigated Manning Avenue to determine whether installation of speed humps is justified to address concerns with current traffic operations.

## **COMMENTS**

Manning Avenue, between Dundas Street West and Robinson Street, is a local street operating one-way southbound with a posted speed limit of 40 km/h and a pavement width of 7.3 metres. There are sidewalks on both sides of the roadway and the road grade is less than 5 percent.

### **Analysis**

The Toronto Police Service collision records indicate five collisions were reported on Manning Avenue, between Dundas Street West and Robinson Street for the three-year period ending December 31, 2006. None of the reported collisions identified speeding as a contributing factor.

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.

Manning Avenue, between Dundas Street West and Robinson Street, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of traffic is 44 km/h. This is below the minimum threshold of 10 km/h over the warranted speed limit. Therefore, installing speed humps on Manning Avenue, between Dundas Street West and Robinson Street, is not technically warranted or recommended.

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 Manning Avenue, between Dundas Street West and Robinson Street would be beneficial, it should adopt the following:

1. Transportation Services consult with Deputy Mayor Pantalone to develop a speed hump plan;
2. Transportation Services poll eligible householders on Manning Avenue, between Dundas Street West and Robinson 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 Manning Avenue, between Dundas Street West and Robinson Street, for traffic calming purposes, generally as shown on the speed hump plan that Transportation Services circulated to residents during the polling process;  
and
    - (b) Transportation Services take the necessary action to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Manning Avenue, between Dundas Street West and Robinson 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 Manning Avenue must be formally polled. A minimum response of 50 percent plus one ballot is required, of which at least 60 percent of the respondents must be in favour of installing speed humps in order to proceed with the installation. Subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll eligible residents on this section of Manning Avenue. If the poll supports speed humps on Manning 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. Manning Avenue scored 17 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. At this time we have consulted with emergency services but have not received any specific comments at this time. 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**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Appendix “A” – Table 1: Traffic Calming Warrant Criteria  
Drawing No. 421F-9127, dated November 2007

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