



# STAFF REPORT ACTION REQUIRED

## Traffic Calming – Albany Avenue

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| <b>Date:</b>             | October 10, 2008   |
| <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> | Ts08179te.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 has investigated installing speed humps on Albany Avenue, between Bridgman Avenue and Davenport Road, 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 Albany Avenue is not recommended.

### RECOMMENDATIONS

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

1. Not authorize installation of speed humps on Albany Avenue, between Bridgman Avenue and Davenport Road.

#### **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 Albany Avenue, between Bridgman Avenue and Davenport Road, would be beneficial, the following financial impact will result:

1. The estimated cost for installing 3 speed humps would be \$9,000.00. Funds in the amount of \$265,000.00 have been allocated in the Transportation Services 2008

Capital Budget for traffic calming initiatives. Installing speed humps on Albany Avenue is subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Joe Mihevc, Transportation Services investigated Albany Avenue, between Bridgman Avenue and Davenport Road, to determine whether the installation of speed humps is justified to address concerns with current traffic operations.

## **COMMENTS**

Albany Avenue, between Bridgman Avenue and Davenport Road, is a local roadway operating two-way from Bridgman Avenue to a point 94.2 metres north of Bridgman Avenue and one-way northbound from a point 94.2 metres north of Bridgman Avenue to Davenport Road, on a pavement width of 8.5 metres, with a posted speed limit of 40 km/h. There are sidewalks on both sides of the road and the road grade is less than 8 percent. There is no TTC service on this street.

## **Analysis**

The Toronto Police Service collision records indicate that no speed-related collisions were reported on this section of Albany Avenue, between Bridgman Avenue and Davenport Road, for the three-year period ending January 31, 2008.

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.

Albany Avenue, between Bridgman Avenue and Davenport Road, does not meet the following criteria stipulated in the City of Toronto's Traffic Calming Policy for installing speed humps:

- the operating speed on Albany Avenue, between Bridgman Avenue and Davenport Road, of 44-45 km/h is less than the required 10 km/h over the warranted 40 km/h speed limit;
- the volume of traffic ranges from 260 to 325 vehicles per day, which is less than the minimum threshold of 1,000 vehicles per day; and
- the average speed recorded was 33-36 km/h, which is below the maximum 40 km/h speed limit.

Therefore, installing speed humps on Albany Avenue, between Bridgman Avenue and Davenport Road, 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, the Toronto and East York Community Council determines that installing speed humps on Albany Avenue, between Bridgman Avenue and Davenport Road, would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Albany Avenue, between Bridgman Avenue and Davenport Road, to determine whether residents support the installation of speed humps, in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
  - (a) the City Solicitor prepare a by-law to alter sections of the roadway on Albany Avenue, between Bridgman Avenue and Davenport Road, for traffic calming purposes, generally as shown on the copy of Drawing No. 421F-9443, dated September 2008 which 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 Albany Avenue, between Bridgman Avenue and Davenport Road, 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 Albany 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 support 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 Albany Avenue, between Bridgman Avenue and Davenport Road. If the poll supports speed humps, Transportation Services would schedule installation based on relative need and competing priorities. Due to a scheduled water main construction project on this section of Albany Avenue, speed humps, if approved, will not be installed until 2009 at the earliest.

## **Relative Priority and Other Impacts**

Relative need and 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. Albany Avenue, between Bridgman Avenue and Davenport Road, scored 8 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected, by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

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**

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. Staff has consulted with emergency services. Comments received from Toronto Fire Service and Emergency Medical Services are attached as Appendix B and C. Both organizations do not support installation of speed humps. No specific comments have been received from the Toronto Police Service at this time.

### **CONTACT**

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### **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

### **LIST OF ATTACHMENTS**

- (1) Drawing No. 421F-9443, dated September 2008
- (2) Appendix A-Table 1: Traffic Calming Warrant Criteria
- (3) Appendix B-Letter dated August 6, 2008, from Toronto Fire Services
- (4) Appendix C-Letter dated September 24, 2008, from Emergency Medical Services

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