



# STAFF REPORT ACTION REQUIRED

## Traffic Calming – Henderson Avenue

<b>Date:</b>	October 8, 2008
<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>	Ts08176te.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 a speed hump on Henderson Avenue, between Manning Avenue and Clinton 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 a speed hump on Henderson Avenue is not recommended.

### RECOMMENDATIONS

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

1. Not authorize installation of a speed hump on Henderson Avenue, between Manning Avenue and Clinton 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 a speed hump on Henderson Avenue, between Manning Avenue and Clinton Street, would be beneficial, the following financial impact will result:

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

2008 Capital Budget for traffic calming initiatives. Installing a speed hump on Henderson Avenue is subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Deputy Mayor Joe Pantalone, Transportation Services investigated Henderson Avenue, between Manning Avenue and Clinton Street, to determine whether installation of a speed hump is justified to address concerns with current traffic operations.

## **COMMENTS**

Henderson Avenue, between Manning Avenue and Clinton Street, is a local roadway operating one-way westbound 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 eight percent. There is no TTC service on this street.

## **Analysis**

The Toronto Police Service collision records indicate that no speed-related collisions have been reported on Henderson Avenue for a three-year period ending December 31, 2007.

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.

Henderson Avenue, between Manning Avenue and Clinton Street, does not meet the following criteria stipulated in the City of Toronto's Traffic Calming Policy for installing speed humps:

- the operating speed on Henderson Avenue, between Manning Avenue and Clinton Street, of 32 km/h is less than the required 10 km/h over the warranted 40 km/h speed limit;
- the average daily traffic volume on Henderson Avenue, between Manning Avenue and Clinton Street, of about 350 vehicles is less than the required 1,000 vehicles/daily; and
- the block length of Henderson Avenue, between Manning Avenue and Clinton Street, of 105 metres is less than the required 120 metres.

Therefore, installing a speed hump on Henderson Avenue, between Manning Avenue and Clinton 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, the Toronto and East York Community Council determines that installing a speed hump on Henderson Avenue, between Manning Avenue and Clinton Street, would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Henderson Avenue, between Manning Avenue and Clinton Street, to determine whether residents support the installation of a speed hump, 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 a section of the roadway on Henderson Avenue, between Manning Avenue and Clinton Street, for traffic calming purposes, generally as shown on the copy of Drawing No. 421F-9423, dated September 2008 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 Henderson Avenue, between Manning Avenue and Clinton Street, when the speed hump is installed.

## **Conduct poll**

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing a speed hump on Henderson 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 a speed hump 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 Henderson Avenue, between Manning Avenue and Clinton Street. If the poll supports a speed hump, Transportation Services would schedule installation based on relative need and competing priorities.

## **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. Henderson Avenue, between Manning Avenue and Clinton Street, scored 3 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 a speed hump. Installation of a speed hump will have minimal effect on winter services, street cleaning and garbage collection.

A speed hump 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. We have advised emergency services that the subject location is being considered for the installation of traffic calming but have not received any comments back at this time.

### **CONTACT**

Dan Clement, Transportation Technologist  
Traffic Operations, Toronto and East York District  
Phone: (416) 338-5454  
Fax: (416) 392-1920  
e-mail: dclemen@toronto.ca

### **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

### **ATTACHMENTS**

Drawing No. 421F-9423, dated September 2008  
Appendix A - Table 1: Traffic Calming Warrant Criteria

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