



## STAFF REPORT ACTION REQUIRED

### Traffic Calming - Ferris Road, between Sprucedale Place and Rexleigh Drive

<b>Date:</b>	September 21, 2009
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Beaches – East York, Ward 31
<b>Reference Number:</b>	Ts09160te.top.doc

#### SUMMARY

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This staff report is about a matter for which Community Council has been delegated authority from City Council to make a final decision.

Transportation Services staff have investigated installing traffic calming on Ferris Road, between Sprucedale Place and Rexleigh Drive to address residents' concerns with the speed of traffic. Our studies indicate the criteria as set out in the Traffic Calming Policy have not been met. Motorists are travelling within 10 km/h of the posted speed limit; therefore, speed humps should not be installed on this section of Ferris Road at this time.

#### RECOMMENDATIONS

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

1. Traffic calming not be installed on Ferris Road, between Sprucedale Place and Rexleigh Drive.

#### 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 Ferris Road would be beneficial, the following financial impact will result:

1. The estimated cost for installing four speed humps would be \$12,000.00. Funds in the amount of \$410,000.00 have been allocated in the Transportation Services

2009 Capital Budget for traffic calming initiatives. Installing speed humps on Ferris Road would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Janet Davis, Transportation Services staff studied Ferris Road, between Sprucedale Place and Rexleigh Drive to determine whether traffic calming devices would address concerns with current traffic operations.

## **COMMENTS**

Ferris Road, between Sprucedale Place and Rexleigh Drive, is a local street operating two-way with a posted speed limit of 40 km/h and a pavement width of 9.1 metres. Sidewalks exist on both sides of the roadway and the road grade is less than 5 percent. There is no transit service on Ferris Road.

### **Analysis**

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

Ferris Road, between Sprucedale Place and Rexleigh Drive, 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 existing posted speed limit required in the Traffic Calming Policy; therefore, installing speed humps on Ferris Road, between Sprucedale Place and Rexleigh Drive, is not warranted.

Toronto Police Service collision records indicate no collisions were reported on this section of Ferris Road for the three-year period ending December 31, 2008.

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 Ferris Road, between Sprucedale Place and Rexleigh Drive would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Davis to develop a speed hump plan.
2. Polling Registry Services poll eligible householders on Ferris Road, between Sprucedale Place and Rexleigh Drive to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy.
3. Subject to favourable results of the poll:
  - (a) the City Solicitor prepare a by-law to alter sections of the roadway on Ferris Road, between Sprucedale Place and Rexleigh Drive, 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 40 km/h to 30 km/h on Ferris Road, between Sprucedale Place and Rexleigh Drive, 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 Ferris Road 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, Polling Registry Services would poll eligible residents on this section of Ferris Road. If the poll supports speed humps on Ferris Road, between Sprucedale Place and Rexleigh Drive, 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. Ferris Road scored 16 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**

We have received comments from Fire Services, dated August 20, 2009 (attached Appendix B) and from Emergency Medical Services, dated September 9, 2009 (attached as Appendix C).

## **CONTACT**

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## **SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

## **LIST OF ATTACHMENTS**

- (1) Drawing No. 421F-9799, dated September 2009
- (2) Appendix A – Table 1: Traffic Calming Warrant Criteria
- (3) Appendix B – Letter from Fire Services, dated August 20, 2009
- (4) Appendix C – Letter from Emergency Medical Services, dated September 9, 2009

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