



STAFF REPORT ACTION REQUIRED

Traffic Calming – Anderson Avenue

Date:	March 31, 2010
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	St. Paul's, Ward 22
Reference Number:	Ts10041te.top.doc

SUMMARY

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 Anderson Avenue, between Oriole Parkway and Duplex Avenue, 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 Anderson Avenue is not recommended.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Not authorize installation of speed humps on Anderson Avenue, between Oriole Parkway and Duplex Avenue.

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 Anderson Avenue, between Oriole Parkway and Duplex Avenue, would be beneficial, the following financial impact will result:

1. The estimated cost for installing 4 speed humps would be \$12,000.00. Funds in the amount of \$418,000 have been allocated in the Transportation Services 2010

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

ISSUE BACKGROUND

At the request of Councillor Michael Walker, Transportation Services investigated Anderson Avenue, between Oriole Parkway and Duplex Avenue, to determine whether installation of speed humps is justified to address concerns with current traffic operations.

COMMENTS

Anderson Avenue, between Oriole Parkway and Duplex Avenue, is a local roadway operating two-way 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 have been reported on this section of Anderson Avenue for a three-year period ending January 31, 2010.

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.

Anderson Avenue, between Oriole Parkway and Duplex Avenue, does not meet the following criteria stipulated in the City of Toronto's Traffic Calming Policy for installing speed humps:

- the operating speed on Anderson Avenue, between Oriole Parkway and Duplex Avenue, of 38 km/h is less than the required 10 km/h over the warranted 40 km/h speed limit.

Installing speed humps on Anderson Avenue, between Oriole Parkway and Duplex Avenue, 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 Anderson Avenue, between Oriole Parkway and Duplex Avenue, would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Anderson Avenue, between Oriole Parkway and Duplex Avenue, 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 the roadway on Anderson Avenue, between Oriole Parkway and Duplex Avenue, for traffic calming purposes, generally as shown on the copy of Drawing No. 421F-9959, dated March 2010 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 Anderson Avenue, between Oriole Parkway and Duplex Avenue, 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 Anderson 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 Anderson Avenue, between Oriole Parkway and Duplex Avenue. If the poll supports speed humps, 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. Anderson Avenue, between Oriole Parkway and Duplex Avenue, scored 20 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 and been advised by Toronto Fire Services, in a letter dated September 28, 2009 (Appendix B, attached), and by Toronto Emergency Medical Services, in a letter dated September 9, 2009 (Appendix C, attached), that they are not in favour of speed humps as they slow the response time of emergency vehicles.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

ATTACHMENTS

Drawing No. 421F-9959, dated March 2010
Appendix A - Table 1: Traffic Calming Warrant Criteria
Appendix B - Letter from Toronto Fire Services
Appendix C – Letter from Toronto Emergency Medical Services

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