



## STAFF REPORT ACTION REQUIRED

### Traffic Calming – Duplex Avenue

<b>Date:</b>	March 31, 2010
<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 22
<b>Reference Number:</b>	Ts10042te.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 Duplex Avenue, between Anderson Avenue and Duplex Crescent, 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 Duplex 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 Duplex Avenue, between Anderson Avenue and Duplex Crescent.

#### **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 Duplex Avenue, between Anderson Avenue and Duplex Crescent, would be beneficial, the following financial impact will result:

1. The estimated cost for installing 2 speed humps would be \$6,000.00. 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 Duplex Avenue is subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

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

## **COMMENTS**

Duplex Avenue, between Anderson Avenue and Duplex Crescent is a collector 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 section of Duplex Avenue.

## **Analysis**

The Toronto Police Service collision records indicate that no speed-related collisions have been reported on this section of Duplex Avenue for a three-year period ending September 30, 2009.

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.

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

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

Installing speed humps on Duplex Avenue, between Anderson Avenue and Duplex Crescent, is not technically warranted or recommended.

Further to the criteria, the intent of speed humps is to promote a safe operational speed along an entire street or over a significant section of a street. Installation of speed humps on only one block of a street is not an appropriate application of traffic calming measures.

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 Duplex Avenue, between Anderson Avenue and Duplex Crescent, would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Duplex Avenue, between Anderson Avenue and Duplex Crescent, 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 Duplex Avenue, between Anderson Avenue and Duplex Crescent, for traffic calming purposes, generally as shown on the copy of Drawing No. 421F-9961, dated February 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 Duplex Avenue, between Anderson Avenue and Duplex Crescent, 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 Duplex 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 Duplex Avenue, between Anderson Avenue and Duplex Crescent. 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. Duplex Avenue, between Anderson Avenue and Duplex Crescent, scored 35 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 December 8, 2009 (Appendix B, attached), and by Toronto Emergency Medical Services, in a letter dated December 4, 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-9961, dated February 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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