



STAFF REPORT ACTION REQUIRED

Traffic Calming – Benson Avenue

Date:	July 21, 2010
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	St. Paul's, Ward 21
Reference Number:	Ts10122te.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 Benson Avenue, between Winona Drive and Greensides 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 Benson Avenue is not recommended.

RECOMMENDATION

Transportation Services recommends that Toronto and East York Community Council:

1. Not authorize installation of speed humps on Benson Avenue, between Winona Drive and Greensides 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 Benson Avenue, between Winona Drive and Greensides Avenue, would be beneficial, the following financial impact will result:

1. The estimated cost for installing two speed humps would be \$6,000.00. Funds in the amount of \$480,000 are contained in the Transportation Services 2010 Capital Budget for traffic calming initiatives. Installing speed humps on Benson Avenue is subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Joe Mihevc, Transportation Services investigated Benson Avenue, between Winona Drive and Greensides Avenue, to determine whether the installation of speed humps is justified to address concerns with current traffic operations.

COMMENTS

Benson Avenue, between Winona Drive and Greensides Avenue, is a local roadway that operates two-way. It has a daily traffic volume of approximately 2080 vehicles and a speed limit of 40 km/h. A sidewalk is provided on both sides of the roadway. There is no TTC service on this street.

Analysis

A review of the Toronto Police Service collision records for the three-year period ending April 30, 2010, revealed that there were no collisions reported on Benson Avenue that could have been attributed to speeding.

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.

Benson Avenue, between Winona Drive and Greensides Avenue, does not meet the criteria stipulated in the City of Toronto's Traffic Calming Policy for installing speed humps. Specifically, the operating speed recorded on Benson Avenue was 37 km/h. This is less than the required 10 km/h over the warranted (40 km/h) speed limit.

Installing speed humps on Benson Avenue, between Winona Drive and Greensides 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 Benson Avenue, between Winona Drive and Greensides Avenue, would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Benson Avenue, between Winona Drive and Greensides 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 section of the roadway on Benson Avenue, between Winona Drive and Greensides Avenue, for traffic calming purposes, generally as shown on the attached copy of drawing No. 421G-0091, dated July 2010; and
 - b. Transportation Services take the necessary action to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Benson Avenue, between Winona Drive and Greensides 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 Benson 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 Benson Avenue, between Winona Drive and Greensides 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. Benson Avenue, between Winona Drive and Greensides Avenue, scored 31 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. We have advised emergency services that the subject location is being considered for the installation of traffic calming. To date, we have not received any comments back.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

ATTACHMENTS:

- (1) Drawing No. 421G-0091, dated July 2010
- (2) Appendix A - Table 1: Traffic Calming Warrant Criteria

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