



**STAFF REPORT  
ACTION REQUIRED**

**Traffic Calming – Tyrrel Avenue**

<b>Date:</b>	July 12, 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 21
<b>Reference Number:</b>	Ts10113te.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 Tyrrel Avenue, between Wychwood Avenue and Christie 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 speed humps on Tyrrel 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 Tyrrel Avenue, between Wychwood Avenue and Christie 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 speed humps on Tyrrel Avenue, between Wychwood Avenue and Christie Street, 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 Tyrrel Avenue is subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Joe Mihevc, Transportation Services investigated Tyrrel Avenue, between Wychwood Avenue and Christie Street, to determine whether the installation of speed humps is justified to address concerns with current traffic operations.

## **COMMENTS**

Tyrrel Avenue, between Wychwood Avenue and Christie Street, is a local roadway that operates two-way. It has a daily traffic volume of approximately 1275 vehicles and a speed limit of 40 km/h. A sidewalk is provided on the north side 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 Tyrrel 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.

Tyrrel Avenue, between Wychwood Avenue and Christie Street, 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 Tyrrel Avenue was 41 km/h. This is less than the required 10 km/h over the warranted (40 km/h) speed limit.

Installing speed humps on Tyrrel Avenue, between Wychwood Avenue and Christie 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 speed humps on Tyrrel Avenue, between Wychwood Avenue and Christie Street, would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Tyrrel Avenue, between Wychwood Avenue and Christie Street, 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 Tyrrel Avenue, between Wychwood Avenue and Christie Street, for traffic calming purposes, generally as shown on the attached copy of drawing No. 421G-0087, 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 Tyrrel Avenue, between Wychwood Avenue and Christie Street, 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 Tyrrel 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 Tyrrel Avenue, between Wychwood Avenue and Christie Street. 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. Tyrrel Avenue, between Wychwood Avenue and Christie Street, scored 13 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

## **LIST OF ATTACHMENTS**

- (1) Drawing No. 421G-0087, dated July 2010
- (2) Appendix A - Table 1: Traffic Calming Warrant Criteria

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**Table 1: Traffic Calming Warrant Criteria**  
Tyrrel Avenue, between Wychwood Avenue and Christie Street

<b>Warrant</b>	<b>Criterion</b>	<b>Requirement</b>	<b>Met/Not Met</b>
<b>Warrant 1</b> Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. <b>OR</b> A direct request for the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	Met
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met –there should be minimal traffic operational impacts.
<b>Warrant 2</b> Safety Requirements  (all three criteria must be fulfilled to satisfy this Warrant)	2.1 sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	Met – continuous sidewalk on north side of Tyrrel Avenue
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Met – Road grade is less than 5%
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	No response from Emergency Services at this time
<b>Warrant 3</b> Technical Requirements  (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 <sup>th</sup> %ile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. <b>OR</b> On streets where the 85 <sup>th</sup> %ile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.	<b>NOT MET</b> – Speed studies show 85 <sup>th</sup> percentile as 41 km/h (Dec. 2009)
	3.2 Min. and Max. traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Not Met
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	Met – No TTC service