



## STAFF REPORT ACTION REQUIRED

### Traffic Calming – Beech Avenue, between Queen Street East and Pine Avenue

<b>Date:</b>	July 13, 2010
<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 32
<b>Reference Number:</b>	Ts10115te.top.doc

#### SUMMARY

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

Transportation Services staff have reviewed the need for traffic calming on Beech Avenue, between Queen Street East and Pine Avenue. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied; therefore, speed humps should not be installed on Beech Avenue 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 Beech Avenue, between Queen Street East and Pine 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 Beech Avenue, between Queen Street East and Pine Avenue, 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 \$418,000.00 have been allocated in the Transportation Services 2010 Capital Budget for traffic calming initiatives. Installing speed humps on Beech Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Sandra Bussin, Transportation Services staff reviewed the need for traffic calming on Beech Avenue, between Queen Street East and Pine Avenue.

## **COMMENTS**

Beech Avenue is a 6.1 metre wide, local, one-way northbound roadway that runs north from Queen Street East to Kingston Road. Pine Avenue intersects Beech Avenue midway between Queen Street East and Kingston Road. North of Pine Avenue there are speed humps and a 30 km/h speed limit. South of Pine Avenue there is a 40 km/h speed limit. There is no TTC service on Beech Avenue.

This section of Beech Avenue was not included in the 2001 study that resulted in the speed humps on Beech Avenue, north of Pine Avenue to Kingston Road, because of its 5.2 per cent slope. At that time, a 5.2 per cent slope exceeded the maximum road grade criterion. However, since then Transportation Services has revised the criterion so speed humps can be installed on roadways with a grade of up to eight per cent.

## **Analysis**

### **Traffic Calming**

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

Beech Avenue, between Queen Street East and Pine Avenue, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 43 km/h is below the minimum of 10 km/h over the posted speed limit as required under the traffic calming policy. Therefore, installing speed humps on Beech Avenue, between Queen Street East and Pine Avenue, is not technically justified.

A review of Toronto Police Service collision records for the three-year period ending April 30, 2010 revealed that no collisions were reported on Beech Avenue, between Queen Street East and Pine Avenue.

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 Beech Avenue, between Queen Street East and Pine Avenue, would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Bussin to develop a speed hump plan.

2. Transportation Services poll eligible householders on Beech Avenue, between Queen Street East and Pine Avenue, 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 Beech Avenue, between Queen Street East and Pine Avenue, for traffic calming purposes, generally as the speed hump plan that Transportation Services circulated to residents during the polling process shows;
  - (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Beech Avenue, between Queen Street East and Pine 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 this section of Beech Avenue 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, Transportation Services would poll eligible residents on this section of Beech Avenue. If the poll supports speed humps on Beech Avenue, 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. Beech Avenue scored 23 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**

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. Manick Noormahamud, District Chief, Emergency Planning Research and Development, Toronto Fire Services, provided his comments in the attached letter dated September 28, 2009.

## **CONTACT**

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## **SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

- (1) Drawing No. 421G-0097, July, 2010
- (2) Appendix A – Table 1: Traffic Calming Warrant Criteria
- (3) Appendix B – September 28, 2009 letter from Toronto Fire Services

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## Table 1: Traffic Calming Warrant Criteria

### Beech Avenue, between Queen Street East and Pine Avenue

Warrant	Criterion	Requirement	Met/Not Met	
<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 – Request from Councillor	
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – Existing humps on adjacent roads	
<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 – Sidewalks on both sides of Beech 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 less than 8%	
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	TBD – No response from EMS 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> %ile as 43 km/h (June 16, 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 metres between stop controls (signals or stop signs)		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