



**STAFF REPORT  
ACTION REQUIRED**

**Traffic Calming – Willow Avenue, between Queen Street East and Pine Avenue**

<b>Date:</b>	July 15, 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>	Ts10119te.top.doc

**SUMMARY**

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 Willow 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 Willow Avenue at this time.

**RECOMMENDATIONS**

**Transportation Services recommends to Toronto and East York Community Council that:**

1. Traffic calming not be installed on Willow 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 Willow 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 Willow 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 Willow Avenue, between Queen Street East and Pine Avenue.

## **COMMENTS**

Willow Avenue is a 6.4 metre wide, local, one-way southbound roadway that runs south from Balsam Avenue to Queen Street East. Pine Avenue intersects Willow Avenue midway between Queen Street East and Balsam Avenue. 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 Willow Avenue.

This section of Willow Avenue was not included in the 2001 study that resulted in the speed humps on Willow Avenue, north of Pine Avenue to Balsam Avenue, 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.

Willow Avenue, between Queen Street East and Pine Avenue, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 40 km/h is below the minimum of 10 km/h over the posted speed limit and the daily volume of 685 vehicles per day is less than the required minimum 1000 vehicles per day. Therefore, installing speed humps on Willow 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 one collision was reported on Willow Avenue, between Queen Street East and Pine Avenue. The collision involved a motorist manoeuvring out of a parallel parking space striking a retaining wall.

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 Willow 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 Willow 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 Willow 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 Willow 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 Willow 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 Willow Avenue. If the poll supports speed humps on Willow 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. Willow Avenue scored seven 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 June 17, 2010.

## **CONTACT**

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## **SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

- (1) Drawing No. 421G-0108, dated July 2010
- (2) Appendix A – Table 1: Traffic Calming Warrant Criteria
- (3) Appendix B – June 17, 2010 letter from Toronto Fire Services