



**STAFF REPORT
ACTION REQUIRED**

Traffic Calming – Clarendon Avenue

Date:	January 11, 2012
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	St. Paul's, Ward 22
Reference Number:	Ts2012038te.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 Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, to address residents' concerns with the speed of traffic. 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 Clarendon Avenue at this time.

RECOMMENDATIONS

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

1. Traffic calming not be installed on Clarendon Avenue, between Russell Hill Road and Poplar Plains Road.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact.

ISSUE BACKGROUND

Transportation Services staff reviewed the need for traffic calming on Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, in response to a residents' petition for speed humps. Councillor Josh Matlow has requested staff to submit a report on the results of this review to Toronto and East York Community Council.

COMMENTS

Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, is an east/west local residential roadway that operates two-way on a pavement width of 7.3 metres and with a maximum posted speed limit of 40 km/h. A sidewalk is provided only on the north side of Clarendon Avenue. The TTC does not operate a service on Clarendon Avenue.

Analysis

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

Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 48 km/h is below the minimum of 10 km/h over the existing posted speed limit required in the traffic calming policy. Accordingly, installing speed humps on Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, is not technically warranted.

A review of the Toronto Police Service collision records for a three-year period ending May 15, 2011 did not reveal any reported collisions involving a speeding vehicle on the subject section of Clarendon 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 Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, would be beneficial, it may approve the following:

1. Polling Registry Services poll eligible householders on Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, to determine whether residents support the installation, 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 sections of the roadway on Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-0499, dated November 2011 attached to the report dated January 11, 2012, entitled "Traffic Calming-Clarendon Avenue" from Director, Transportation Services Toronto and East York District; and
 - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, when the speed humps are installed.

Conduct Poll

The City of Toronto traffic calming policy stipulates that residents who would be directly affected by installing speed humps on Clarendon Avenue 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 request a poll of eligible residents on Clarendon Avenue, between Russell Hill Road and Poplar Plains Road. If the poll supports speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

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. Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, scored 10 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 to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Fire Services provided their comments in the attached letter dated October 27, 2011 (Appendix B). Emergency Medical Services provided their comments in the attached letter dated November 3, 2011 (Appendix C). Both services are opposed to the installation of speed humps on Clarendon Avenue at this time. Comments have not yet been received from the Toronto Police Service.

Financial and Implementation Considerations

If Toronto and East York Community Council decides that speed humps on Clarendon Avenue, between Russell Hill Road and Poplar Plains Road, would be beneficial, the estimated cost for installing 3 speed humps would be \$9,000.00. Funds are available in the Transportation Services 2012 Interim Capital Budget for traffic calming initiatives. Installing speed humps on Clarendon Avenue is subject to competing priorities.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
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Toronto and East York District

LIST OF ATTACHMENTS

- (1) Drawing No. 421G-0499, November 2011
- (2) Appendix A – Table 1: Traffic Calming Warrant Criteria
- (3) Appendix B – October 27, 2011 letter from Toronto Fire Services
- (4) Appendix C – November 3, 2011 letter from Toronto EMS

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