



## STAFF REPORT ACTION REQUIRED

### Traffic Amendments – Area Bounded by O'Connor Drive, Coxwell Avenue, Donlands Avenue and Mortimer Avenue

<b>Date:</b>	January 26, 2012
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Toronto-Danforth, Ward 29
<b>Reference Number:</b>	Ts2012041te.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 has reviewed reducing the existing 50 km/h speed limits to 40 km/h on various streets in the area bounded by O'Connor Drive, Coxwell Avenue, Donlands Avenue and Mortimer Avenue; the installation of all-way stop controls, where necessary; and reducing the number of speed humps in the traffic calming plan for Plains Road.

Speed limits can be reduced to 40 km/h on the following roadways as the Warrants for implementing a 40 km/h Maximum Speed Limit Zone have been satisfied: Donmore Avenue, Inwood Avenue, Frankdale Avenue, Kimbourne Avenue, Monarch Park Avenue, Roosevelt Road, Durant Avenue, Barfield Avenue, McKayfield Road, St. Hubert Avenue, Derwyn Road, Northridge Avenue, and Milton Road. For consistency, we are also recommending that the speed limits be reduced to 40 km/h on the following roadways: Linsmore Avenue, Dieppe Road and Judith Drive.

## **RECOMMENDATIONS**

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

1. Approve a 40 km/h speed limit on the streets listed in "Appendix A" attached to the revised report dated January 26, 2012, from the Director, Transportation Services, Toronto and East York District.
2. Approve the installation of all-way stop control at Plains Road and Lankin Boulevard.

### **Financial Impact**

All costs associated with the introduction of a 40 km/h speed limit on the above noted roadways and the installation of stop sign controls on Plains Road at Lankin Boulevard, in the amount of \$4,500.00, are included within the Transportation Services Division's 2012 Operating Budget.

If Toronto and East York Community Council decides speed humps on Plains Road, between Donlands Avenue and Coxwell Avenue would be beneficial, the following financial impact will result:

1. The estimated cost for installing 6 speed humps would be \$18,000.00. Funds in the amount of \$200,000 have been allocated in the Transportation Services 2012 Capital Budget for traffic calming initiatives. Installing speed humps on this section of Plains Road would be subject to competing priorities and funding availability.

### **DECISION HISTORY**

On January 10 and 11, 2012, Toronto and East York Community Council referred Item TE12.90, "Traffic Calming – Plains Road", to Transportation Services with a request that a report be submitted to the February 14, 2012 meeting of Community Council on a traffic calming plan for the area bounded by O'Connor Drive, Coxwell Avenue, Donlands Avenue and Mortimer Avenue, that would consider fewer than 11 speed humps on Plains Road, generally as shown on Drawing No. 421G-0347, dated May, 2011; reduce the speed limit of 50 km/h to 40 km/h; and the installation of all way stops, where appropriate.

### **ISSUE BACKGROUND**

At a community meeting with representatives of the residents in the area bounded by O'Connor Drive, Coxwell Avenue, Donlands Avenue and Mortimer Avenue, Councillor Mary Fragedakis and staff of Transportation Services and Toronto Police Services discussed potential measures to address safety and operational concerns in the community. Consensus was reached on a number of proposals for improving safety, reducing vehicular speeds and the feasibility of providing all-way stop controls at the intersection of Plains Road and Lankin Boulevard. Councillor Fragedakis has requested

Transportation Services to report on the results of this work and seek the necessary approvals.

## COMMENTS

### Speed Limits

The roadways within the area bounded by O'Connor Drive, Coxwell Avenue, Donlands Avenue and Mortimer Avenue are designated as local roadways, with the exception of Greenwood Avenue which is designated as a minor arterial roadway. Most of the roadways within this area have speed limits of 50 km/h and pavement widths range between approximately 7.3 and 9 metres. Memorial Park Avenue between Donlands Avenue and Coxwell Avenue has an existing speed limit of 30 km/h due to the presence of speed humps. The roadways that are currently designated with a 40 km/h speed limit are as follows:

- Plains Road between Donlands Avenue and Coxwell Avenue;
- Cosburn Avenue between Donlands Avenue and Coxwell Avenue;
- Greenwood Avenue between O'Connor Drive and Mortimer Avenue;
- Mortimer Avenue between Donlands Avenue and Coxwell Avenue;
- Donlands Avenue between Mortimer Avenue and Plains Road;
- Coxwell Avenue between Mortimer Avenue and O'Connor Drive;
- Lesmount Avenue between Memorial Park Avenue and O'Connor Drive;
- Cadorna Avenue between Memorial Park Avenue and O'Connor Drive;
- Leroy Avenue between Mortimer Avenue and Memorial Park Avenue;
- Lankin Boulevard between Memorial Park Avenue and O'Connor Drive;
- Northbrook Road between Cosburn Avenue and O'Connor Drive;
- Athlone Road between Cosburn Avenue and O'Connor Drive; and
- Linsmore Crescent between Cosburn Avenue and O'Connor Drive.

The 40 km/h speed limit warrants consider various roadway characteristics including the presence of schools, parks, the absence of municipal sidewalks and the presence of long-term parking on both sides of the roadway.

The following roads in this area meet the warrant criteria for a 40 km/h speed limit based on either the presence of schools, proximity to parks or long-term parking on both sides of the roadway:

- Donmore Avenue from Mortimer Avenue to Memorial Park Avenue;
- Inwood Avenue from Mortimer Avenue to Memorial Park Avenue;
- Frankdale Avenue from Mortimer Avenue to Memorial Park Avenue;

- Kimbourne Avenue from Mortimer Avenue to Memorial Park Avenue;
- Monarch Park Avenue from Mortimer Avenue to Memorial Park Avenue;
- Roosevelt Road from Mortimer Avenue to Cosburn Avenue;
- Durant Avenue from Mortimer Avenue to Judith Drive;
- Barfield Avenue from Memorial Park Avenue to Cosburn Avenue;
- McKayfield Road from Memorial Park Avenue to Cosburn Avenue;
- St. Hubert Avenue from Memorial Park Road to O'Connor Drive;
- Derwyn Road from Cosburn Avenue to O'Connor Drive;
- Northridge Avenue from Cosburn Avenue to O'Connor Drive; and
- Milton Road from Plains Road to Judith Drive.

Linsmore Avenue, Dieppe Road and Judith Drive do not technically satisfy the 40 km/h warrant criteria, however, for consistency, it is recommended that these roadways also be considered for speed reduction. There is no TTC service at any of the above-noted roadways.

#### All-Way Stop Control

An eight-hour traffic study was completed at the intersection of Plains Road and Lankin Boulevard and evaluated against the installation warrants for all-way "Stop" sign control approved by City Council. The criteria include factors such as:

- Collision history for the preceding three years;
- Vehicle and pedestrian traffic volumes during peak hours;
- The traffic volume split between one street and the other;
- Right-of-way conflicts; and
- Physical and geometric configurations.

The technical warrants for the installation of all-way "Stop" sign control have been satisfied, based on the following:

- Collisions – The criteria stipulates an average of 2 collisions per year over a three year period, which may have been preventable if there were all-way "Stop" sign control. A check of the Toronto Police Service collision data records for the three-year period ending June, 2011, revealed that 7 potentially preventable collisions were reported at this intersection.
- Volume Split – The two roadways should have similar traffic volumes. The volume split for the intersection should not exceed 70%/30%. The volume split for the subject intersection recorded splits of 70%/30%.

Based on our evaluation, the criteria for all-way "Stop" sign control is satisfied and the installation of stop signs on Plains Road at Lankin Boulevard is recommended.

#### Traffic Calming – Plains Road

We were also requested to review Drawing No. 421G-0347, dated May 2011, "Plains Road (Coxwell Avenue – Donlands Avenue), Proposed Speed Hump Locations Plan", as part of Item TE12.90, "Traffic Calming – Plains Road", to determine if the number of speed humps on the plan could be reduced.

Our review concluded that the number of speed humps on the Plains Road plan can be reduced from 11 to 6. A revised Drawing No. 421G-0540 is attached to this report.

The staff report dated May 4, 2011 recommended that traffic calming not be installed on Plains Road, between Donlands Avenue and Coxwell Avenue, as our assessment indicated the criteria as set out in the Traffic Calming Policy was not met.

If, however, Toronto and East York Community Council determines that installing speed humps on Plains Road, between Donlands Avenue and Coxwell Avenue in accordance with the modified plan would be beneficial, it may approve the following:

1. Polling Registry Services poll eligible householders on Plains Road, between Donlands Avenue and Coxwell Avenue 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 Plains Road, between Donlands Avenue and Coxwell Avenue, for traffic calming purposes, generally as shown on the revised copy of Drawing No. 421G-0540, dated January 2012, attached to the report dated January 22, 2012, entitled " Traffic Amendments – Area Bounded by O'Connor Drive, Coxwell Avenue, Donlands Avenue and Mortimer Avenue" from the Director, Transportation Services Toronto 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 Plains Road, between Donlands Avenue and Coxwell Avenue, when the speed humps are installed.

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on Plains Road, between Donlands Avenue and Coxwell 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 request a poll of eligible residents on Plains Road, between Donlands Avenue and Coxwell Avenue. If the poll supports speed humps, Transportation Services would schedule installation based on relative need and competing priorities.

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. Plains Road, between Donlands Avenue and Coxwell Avenue scored 32 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.

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services  
Toronto and East York District

## **LIST OF ATTACHMENTS**

- (1) Drawing No. 421G-0347, dated May 2011 (Original Plan for Plains Road)
- (2) Drawing No. 421G-0540, dated January 2012 (Revised Plan for Plains Road)
- (3) Drawing No. 421G-0547, dated January 2012
- (4) Appendix A - Speed limits to be reduced

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