



STAFF REPORT ACTION REQUIRED

Traffic Calming – Roehampton Avenue

Date:	October 5, 2015
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	St. Paul's, Ward 22
Reference Number:	Ts2015181te.top.doc

SUMMARY

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

Transportation Services staff have reviewed the need for traffic calming on Roehampton Avenue, between Yonge Street and Redpath Avenue, 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 Roehampton Avenue at this time.

RECOMMENDATIONS

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

1. Traffic calming not be installed on Roehampton Avenue, between Yonge Street and Redpath Avenue.

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 Roehampton Avenue, between Yonge Street and Redpath Avenue, in response to a request from area residents. Councillor Josh Matlow has requested staff to submit a report on the results of this review to Toronto and East York Community Council.

COMMENTS

Roehampton Avenue, between Yonge Street and Redpath Avenue, is a local roadway that operates two-way on a pavement width of 8.5 metres and with a posted speed limit of 40 km/h. Sidewalks are provided on both sides of this section of Roehampton Avenue. The TTC does not operate on Roehampton Avenue.

On October 6, 2015, Toronto and East York Community Council approved the reduction of the speed limit to 30 km/h on all local roads with a posted speed limit of 40 km/h within the Toronto and East York district. As such, when signs are posted on Roehampton Avenue to designate the reduced speed, it will then operate with a 30 km/h speed limit

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.

Roehampton Avenue, between Yonge Street and Redpath Avenue, does not meet all the criteria for installing traffic calming devices. Specifically, the operating speed of 44 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 Roehampton Avenue, between Yonge Street and Redpath Avenue, is not technically warranted.

A review of Toronto Police Service collision records for a three-year period ending January 1 2014, did not find any reported collisions on Roehampton Avenue attributed to speeding.

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 Roehampton Avenue, between Yonge Street and Redpath Avenue, would be beneficial, it may approve the following:

"That the Toronto and East York Community Council direct that:

1. Polling Registry Services poll eligible householders on Roehampton Avenue, between Yonge Street and Redpath 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 the City Solicitor prepare a by-law to alter sections of the roadway on Roehampton Avenue, between Yonge Street and Redpath Avenue, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-1911, dated September 2015 attached to the report dated October 5, 2015, entitled "Traffic Calming-Roehampton Avenue" from the Director, Transportation Services, Toronto and East York District."

The estimated cost for installing 6 speed humps would be \$18,000.00. Funds for the installation of speed humps on Roehampton Avenue would be subject to availability in Transportation Services 2016 Capital Funding and competing priorities.

Conduct Poll

The City of Toronto traffic calming policy stipulates that residents who would be directly affected by installing speed humps on Roehampton 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. Should Toronto and East York Community Council approve the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Roehampton Avenue, between Yonge Street and Redpath Avenue. 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. Roehampton Avenue, between Yonge Street and Redpath Avenue, scored 35 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. Toronto Paramedic Services provided their comments in the attached letter dated September 10, 2015 (Appendix B). Toronto Fire Services provided their comments in the attached letter dated October 5, 2015 (Appendix C). Response Comments have not been received from the other emergency service.

CONTACT

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SIGNATURE

Kyp Perikleous
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

1. Drawing No. 421G-1911, dated September 2015
2. Appendix A – Table 1: Traffic Calming Warrant Criteria
3. Appendix B – Toronto Paramedic Services Response
4. Appendix C – Toronto Fire Services Response

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