



## STAFF REPORT ACTION REQUIRED

### Traffic Calming – Duvernet Avenue

<b>Date:</b>	October 5, 2015
<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>	Ts2015183te.top.doc

#### SUMMARY

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This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services staff have reviewed the need for traffic calming on Duvernet Avenue, between Woodbine Avenue and Golfview Avenue, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied on this roadway. Therefore, traffic calming should not be installed on the subject section of Duvernet Avenue.

#### RECOMMENDATIONS

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

1. Not approve the installation of traffic calming on Duvernet Avenue, between Woodbine Avenue and Golfview Avenue.

#### Financial Impact

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

## **ISSUE BACKGROUND**

Transportation Services, Toronto and East York District was requested by Councillor Mary-Margaret McMahon, on behalf of area residents to report on the need for speed humps on Duvernet Avenue, between Woodbine Avenue and Golfview Avenue.

## **COMMENTS**

Duvernet Avenue, between Woodbine Avenue and Golfview Avenue, is a local road that operates two-way on a pavement width of 7.3 metres and a posted speed limit of 40 km/h. Sidewalks are provided on both sides of the road. The TTC does not operate a service on Duvernet 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.

Transportation Services conducted speed and volume studies in October 2012. The results of the study indicated that Duvernet Avenue, between Woodbine Avenue and Golfview Avenue, does not meet all the criteria for installing traffic calming devices. Specifically, the operating speed of 39 km/h is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria. The operating speed, also known as the 85th percentile speed, is the speed at which 85 per cent of vehicles travel at, or below the existing speed limit.

Therefore, the installation of traffic calming on Duvernet Avenue, between Woodbine Avenue and Golfview Avenue, is not warranted.

A review of Toronto Police Service collision records for a three-year period ending July 14, 2014 did not disclose any reported collisions on the subject section of Duvernet Avenue attributed to speeding.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria – Duvernet Avenue" outlines the results of our assessment.

### **Alternate recommendations**

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Duvernet Avenue, between Woodbine Avenue and Golfview Avenue, would be beneficial, it may approve the following:

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

1. The Director of Transportation Services, Toronto and East York District request the City Clerk to poll eligible householders on Duvernet Avenue, between Woodbine Avenue and Golfview Avenue, to determine whether residents support the installation of traffic calming, 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 Duvernet Avenue, between Woodbine Avenue and Golfview Avenue, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-1927, dated October 2015, attached to the report entitled "Traffic Calming – Duvernet Avenue" from the Director, Transportation Services, Toronto and East York District."

The estimated cost for installing two speed humps on Duvernet Avenue is \$6,000.00. The installation of speed humps on Duvernet 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 residents who would be directly affected by installing speed humps on this section of Duvernet Avenue must be formally polled. A minimum response of 50 percent plus one ballot is required, of these replies, at least 60 percent must be in favour of 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, the City Clerk would poll eligible residents on this section of Duvernet Avenue. If the poll supports speed humps, Transportation Services staff would schedule installation based on relative need and competing priorities.

### **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. Duvernet Avenue, between Woodbine Avenue and Golfview Avenue, scored 6 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 Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Staff first investigated the need for speed humps on Duvernet Avenue in 2012 and was advised in the attached letter by Toronto Paramedic Services dated January 14, 2013 (Appendix B) and Toronto Fire Services' comments dated January 31, 2013 (Appendix C). Both were opposed to the installation of speed humps on Duvernet Avenue at that time.

Councillor Mary-Margaret McMahon has been advised of the recommendations of this staff report.

### **CONTACT**

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### **SIGNATURE**

Kyp Perikleous  
Director, Transportation Services  
Toronto and East York District

### **LIST OF ATTACHMENTS**

1. Drawing No. 421G-1927, dated October 2015
2. Appendix A - Table 1: Traffic Calming Warrant Criteria
3. Appendix B – Letter from Toronto Paramedic Services, dated January 2013
4. Appendix C – Letter from Letter from Toronto Fire Services, dated January 2013

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