

## **Traffic Calming (Speed Humps) - Linsmore Crescent**

**Date:** August 23, 2021

**To:** Toronto and East York Community Council

**From:** Acting Director, Traffic Management, Transportation Services

**Wards:** Ward 14, Toronto - Danforth

### **SUMMARY**

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This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services has reviewed the need for traffic calming (speed humps) on Linsmore Crescent, between Cosburn Avenue and Memorial Park Avenue. The assessment indicates the warrant criteria as set out in the City of Toronto's Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Linsmore Crescent.

### **RECOMMENDATIONS**

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The Acting Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Linsmore Crescent, between Cosburn Avenue and Memorial Park Avenue.

### **FINANCIAL IMPACT**

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There are no financial impacts resulting from the adoption of the recommendation in this report.

If Toronto and East York Community Council amends the recommendation in this report and authorizes the installation of speed humps on Linsmore Crescent, the estimated cost of installing two speed humps is \$8,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2022 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services received a petition from the Ward Councillor, on behalf of area residents to investigate the feasibility of installing speed humps on Linsmore Crescent, between Cosburn Avenue and Memorial Park Avenue, to address concerns with speeding vehicles.

### **Existing Conditions**

Linsmore Crescent, is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.6 metres
- The daily two-way traffic volume is approximately 526 vehicles
- The posted speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached residential dwellings. This subject section of Linsmore Crescent is not within a designated community safety zone.

A map of the area and locations of the requested speed humps is included in Attachment 2.

### **Study Results**

In order for speed humps to be recommended on a street, the criteria as set out in the City of Toronto's Traffic Calming Policy must be satisfied. The warrant criteria includes factors such as vehicle speed and volume, road widths, pedestrian facilities and gradient. Details of the warrant criteria are included in Attachment 1.

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Linsmore Crescent, between Cosburn Avenue and Memorial Park Avenue over a three-day period on Tuesday, March 3, 2020, Wednesday, March 4, 2020, and Thursday, March 5, 2020.

Based on the study results, the overall warrant for traffic calming was not met for the following reasons:

- **Minimum Volume:** The average daily traffic volume of 526 vehicles for the subject segment of Linsmore Crescent, is less than the required minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria for a local classification roadway
- **Minimum speed:** The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 47 km/h. In order for speed humps to be technically warranted, the operating speed must be a minimum of 10 km/h over the warranted speed limit. The operating speed of 47 km/h is 7 km/h over the warranted speed of 40 km/h and less than the required 10 km/h minimum.

As required by the Traffic Calming Policy, staff evaluated the speeds of vehicles against the warranted speed limit of 40 km/h and not the posted speed limit of 30 km/h.

The overall investigation concluded that the warrant criteria as outlined in the Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Linsmore Crescent.

### **Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council decides to proceed with installing speed humps on Linsmore Crescent, between Cosburn Avenue and Memorial Park Avenue, it may approve the following as to form:

"That the Toronto East York Community Council:

1. Direct the Acting Director of Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Linsmore Crescent, between Cosburn Avenue and Memorial Park 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:
  - a. authorize the installation of traffic calming (speed humps) on Linsmore Crescent, between Cosburn Avenue and Memorial Park Avenue.
  - b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install two speed humps on Linsmore Crescent, between Cosburn Avenue and Memorial Park Avenue, for traffic calming purposes, generally as shown on Attachment 2, dated July, 2021, attached to the report entitled "Traffic Calming (Speed Humps) - Linsmore Crescent" from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing two speed humps on Linsmore Crescent is \$8,000.00. The installation of speed humps on Linsmore Crescent would be subject to availability in Transportation Services 2022 Capital Budget and competing priorities.

## **Polling Requirement**

The City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally poll property owners/occupants who are directly affected by the installation of traffic calming measures.

Under the policy, the poll will be considered in favour of traffic calming if it satisfies the following requirements:

- A response rate of 50 percent plus one
- A response rate of 25 percent if the subject street is within a Community Safety Zone or a School Speed Zone
- A support rate of at least 60 percent of the valid responses

Subject to approval by Community Council of the alternate recommendations in this report, the City Clerk will poll property owners/occupants. Should the results support installing traffic calming measures on Linsmore Crescent, between Cosburn Avenue and Memorial Park Avenue, Transportation Services staff will schedule installation based on relative need and competing priorities.

## **Relative Priority and Other Impacts**

Relative need and priority of speed humps installation is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences and bicycle routes. Linsmore Crescent, between Cosburn Avenue and Memorial Park Avenue, scored 5.26 ranking points out of a possible 100.

No alterations to parking regulations would be required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps would have minimal effect on winter services, street cleaning and garbage collection. However, installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of this proposal. Comments have not been received back at the time of writing this report from Toronto Police Service, Toronto Paramedic Services or Toronto Fire Services.

The Ward Councillor has been advised of the recommendation of this staff report.

## **CONTACT**

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## **SIGNATURE**

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for

Roger Browne, M.A.Sc., P. Eng.  
Acting Director, Traffic Management, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Traffic Calming Warrant - Linsmore Crescent  
Attachment 2: Map - Linsmore Crescent: Cosburn Avenue to Memorial Park Avenue,  
Proposed Speed Humps Locations Plan

## Attachment 1: Traffic Calming Warrant - Linsmore Crescent

### Traffic Calming Warrant Criteria - Linsmore Crescent

Warrant Criteria	Requirement	Warrant Satisfied?
Petition	Petition signed by at least 25% of the households on the street / or 10% multiple family rental dwellings and / or Councillor's request.	Yes
Impacts to Adjacent Streets	No significant traffic impacts on adjacent streets	Yes
Sidewalks	Are there continuous sidewalks on at least one side of street (both sides for collector or higher classification)	Yes
Road Grade	Road grade 5% or less OR between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Yes
Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, will not significantly affect service delivery	N/A
Minimum Speed	The 85th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the traffic volume warrant must be satisfied OR On streets where the 85th percentile speed exceeds the warranted speed limit by a minimum of 15 km/h, there is no minimum traffic volume required	No (47 km/h)
Traffic Volumes	Local road traffic volume must be between 1,000 and 8,000 vehicles per day OR Collector road traffic volume must be between 2,500 and 8,000 vehicles per day	No (526 vpd)
Minimum Block Length	On streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres	Yes
Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant (as determined in consultation with TTC staff)	Yes

# Attachment 2: Map - Linsmore Crescent: Cosburn Avenue to Memorial Park Avenue, Proposed Speed Humps Locations Plan

