

## **Traffic Calming - Invergordon Avenue**

**Date:** June 14, 2022

**To:** Scarborough Community Council

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

**Wards:** Ward 23 - Scarborough North

### **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 Invergordon Avenue, between McCowan Road and Plum Brook Crescent. The assessment indicates that warrant criteria as set out in the City of Toronto's Traffic Calming Policy has been satisfied between McCowan Road and Glenstroke Drive, and not satisfied between Glenstroke Drive and Plum Brook Crescent. Therefore, speed humps should be installed on Invergordon Avenue between McCowan Road and Glenstroke Drive subject to positive results of the traffic calming poll.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council request the City Clerk to poll eligible householders on Invergordon Avenue, between McCowan Road and Glenstroke Drive, to determine whether residents support the installation of traffic calming (speed humps), in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
  - a. Scarborough Community Council authorize the installation of speed humps on Invergordon Avenue, between McCowan Road and Glenstroke Drive; and
  - b. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of four speed humps on Invergordon Avenue, between McCowan Road and Glenstroke Drive, generally as shown on Drawing No. 421G-4202, dated June 2022, attached to the report entitled "Traffic Calming - Invergordon Avenue" from the Director, Traffic Management, Transportation Services.

3. Subject to approval of Recommendations 1 and 2 above, Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Invergordon Avenue, between McCowan Road and Glenstroke Drive, in conjunction with the installation of speed humps.

## **FINANCIAL IMPACT**

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The estimated cost for installing four speed humps on Invergordon Avenue, between McCowan Road and Glenstroke Drive is \$16,000. Funding is subject to availability and competing priorities within the Transportation Services 2023 Capital Budget.

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of speed humps on Invergordon Avenue, between McCowan Road and Plum Brook Crescent, the estimated cost of installing eleven speed humps is \$44,000. Funding would be subject to availability and competing priorities within the Transportation Services 2023 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing physical traffic calming (speed humps) on Invergordon Avenue, between McCowan Road and Plum Brook Crescent. The residents are concerned that motorists travel at a high rate of speed on Invergordon Avenue.

### **Existing Conditions**

Invergordon Avenue is characterized by the following conditions:

- It is a two-lane, east-west, collector road within the subject section of roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 2,500 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached residential dwellings with a few small commercial businesses near McCowan Road. White Haven Public School is located on the southwest corner of Invergordon Avenue and Havenview Road, and St. Elizabeth

Seton Catholic School is located on the northeast corner of Invergordon Avenue and Havenview Road. Invergordon Avenue, between Glenstroke Drive and Plum Brook Crescent is designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 3.

## **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 between McCowan Road and Glenstroke Drive and Attachment 2 between Glenstroke Drive and Plum Brook Crescent.

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Invergordon Avenue on September 21, 22 and 23, 2021.

Based on the study results, Invergordon Avenue, between McCowan Road and Glenstroke Drive has satisfied the warrant criteria for both minimum vehicle speed and volume. The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 53 km/h. The operating speed is 13 km/h over the warranted speed of 40 km/h. The 24 hour total vehicle volume is 3,000 vehicles which is above the required minimum of 2,500 vehicles per day for collector roads.

In reviewing the segment of roadway between Glenstroke Drive and Plum Brook Crescent, the warrant criteria was not satisfied. Specifically the operating speed of 47 km/h was not 10 km/h (but less than 15 km/h) over the warranted 40 km/h speed limit, and the total vehicle volume of 2,000 was not above the required minimum of 2,500 vehicles per day for a collector road.

The overall investigation concluded that the warrant criteria as outlined in the Traffic Calming Policy has been satisfied and staff recommend the installation of speed humps on Invergordon Avenue, between McCowan Road and Glenstroke Drive.

## **Alternate Recommendations**

If, despite the findings above, Scarborough Community Council decides to proceed with installing speed humps on Invergordon Avenue, between Glenstroke Drive and Plum Brook Crescent, it may approve the following:

"That the Scarborough Community Council:

1. Direct the Director of Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Invergordon Avenue, between Glenstroke Drive and Plum Brook Crescent, 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 Invergordon Avenue, between Glenstroke Drive and Plum Brook Crescent.

b. direct the City Solicitor to prepare a by-law to alter sections of the roadway to install eleven speed humps on Invergordon Avenue, between Glenstroke Drive and Plum Brook Crescent, for traffic calming purposes, generally as shown on Attachment 4 and Attachment 5, dated June 2022, attached to the report entitled "Traffic Calming - Invergordon" from the Director, Traffic Management, Transportation Services."

## 3. Subject to approval of Recommendations 1 and 2 above, Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Invergordon Avenue, between McCowan Road and Plum Brook Crescent, in conjunction with the installation of speed humps.

The estimated cost for installing eleven speed humps on Invergordon Avenue, between Glenstroke Drive and Plum Brook Crescent is \$44,000. The installation of speed humps on Invergordon Avenue would be subject to availability in Transportation Services 2023 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

As Invergordon Avenue in the area of White Haven Public School and St. Elizabeth Seton Catholic School is designated as a Community Safety Zone, the minimum response rate required is 25 percent.

Subject to approval by Community Council of the recommendations in this report, the City Clerk will poll property owners/occupants. Should the results support installing traffic calming measures on Invergordon Avenue, between McCowan Road and Glenstroke Drive, 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. Invergordon

Avenue, between McCowan Road and Glenstroke Drive, scored 25 ranking points out of a possible 100.

No alterations to parking regulations will be required, nor will 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.

Consultation with emergency services (Toronto Police Services, 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.

Toronto Fire Services responded and advised they do not support the installation of speed humps as it may negatively impact their service delivery. A copy of their full response is included in Attachment 6.

The Ward Councillor has been advised of the recommendations in this report.

## **CONTACT**

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Dan Clement, CET, Manager, Traffic Operations (Area 1), Transportation Services, 416-397-5021, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Traffic Calming Warrant - Invergordon Avenue, between McCowan Road and Glenstroke Drive  
Attachment 2: Traffic Calming Warrant - Invergordon Avenue, between McCowan Road and Plum Brook Crescent  
Attachment 3: Speed Hump Locations Plan - Invergordon Avenue, between McCowan Road and Glenstroke Drive  
Attachment 4: Speed Hump Locations Plan - Invergordon Avenue, between Glenstroke Drive and Plum Brook Crescent  
Attachment 5: Speed Hump Locations Plan - Invergordon Avenue, between Glenstroke Drive and Plum Brook Crescent  
Attachment 6: Letter from Toronto Fire Services, dated May 2022

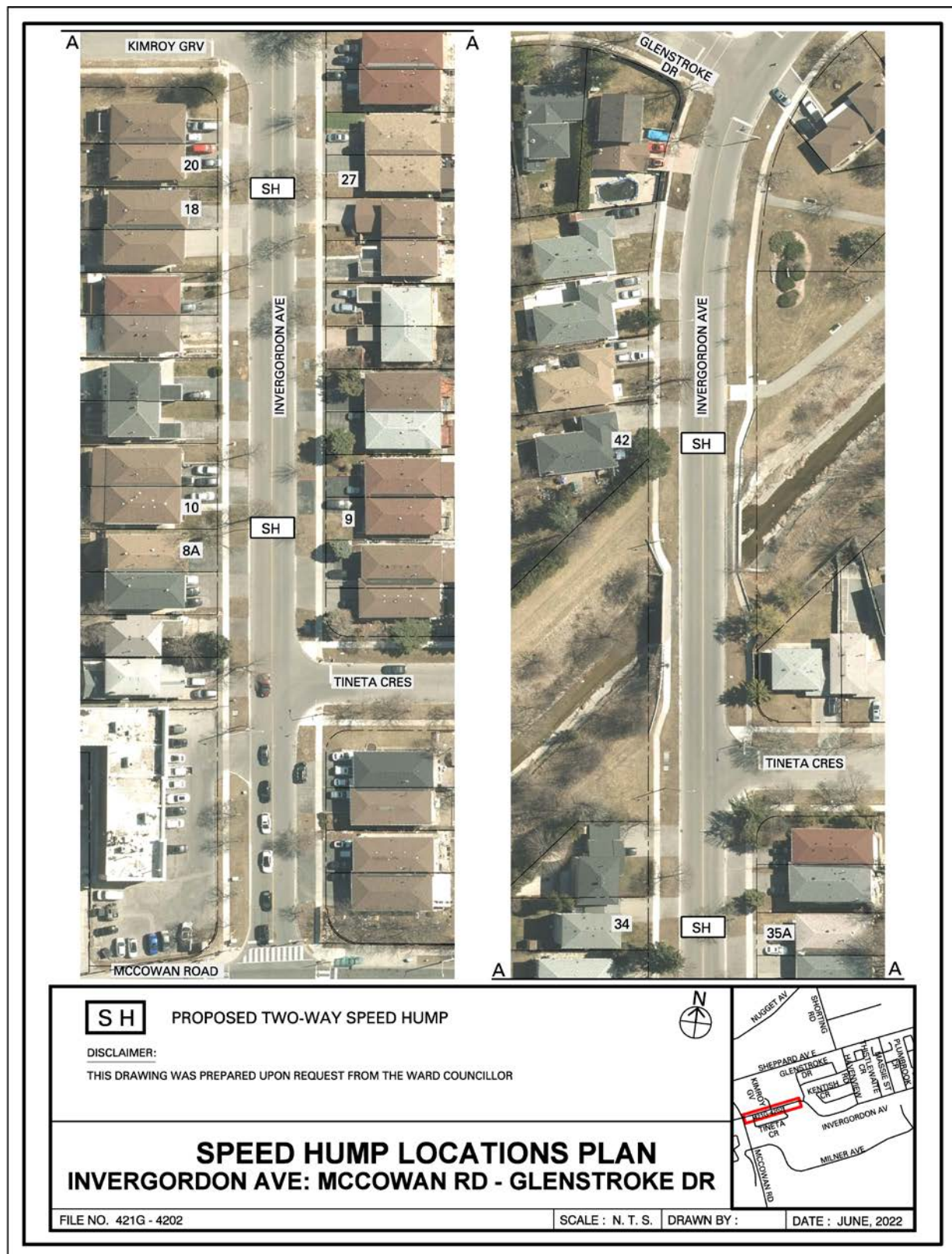
Attachment 1: Traffic Calming Warrant - Invergordon Avenue, between McCowan Road and Glenstroke Drive.

| Warrant Criteria            | Requirement                                                                                                                                                                                                                                                                                       | Warrant Satisfied? |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Petition                    | Petition signed by at least 25% of the households on the street and/or 10% multiple family rental dwellings<br>OR<br>A direct request from the Ward Councillor                                                                                                                                    | 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)<br>OR<br>On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered                                                           | Yes (both)         |
| 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                                                                                                                                                        | Yes                |
| 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<br>OR<br>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 | Yes (53 km/h)      |
| Traffic Volumes             | Local road traffic volume must be between 1,000 and 8,000 vehicles per day<br>OR<br>Collector road traffic volume must be between 2,500 and 8,000 vehicles per day                                                                                                                                | Yes (3,040 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             | No significant impacts on regularly scheduled Toronto Transit Service vehicles (as determined in consultation with TTC staff)                                                                                                                                                                     | N/A                |

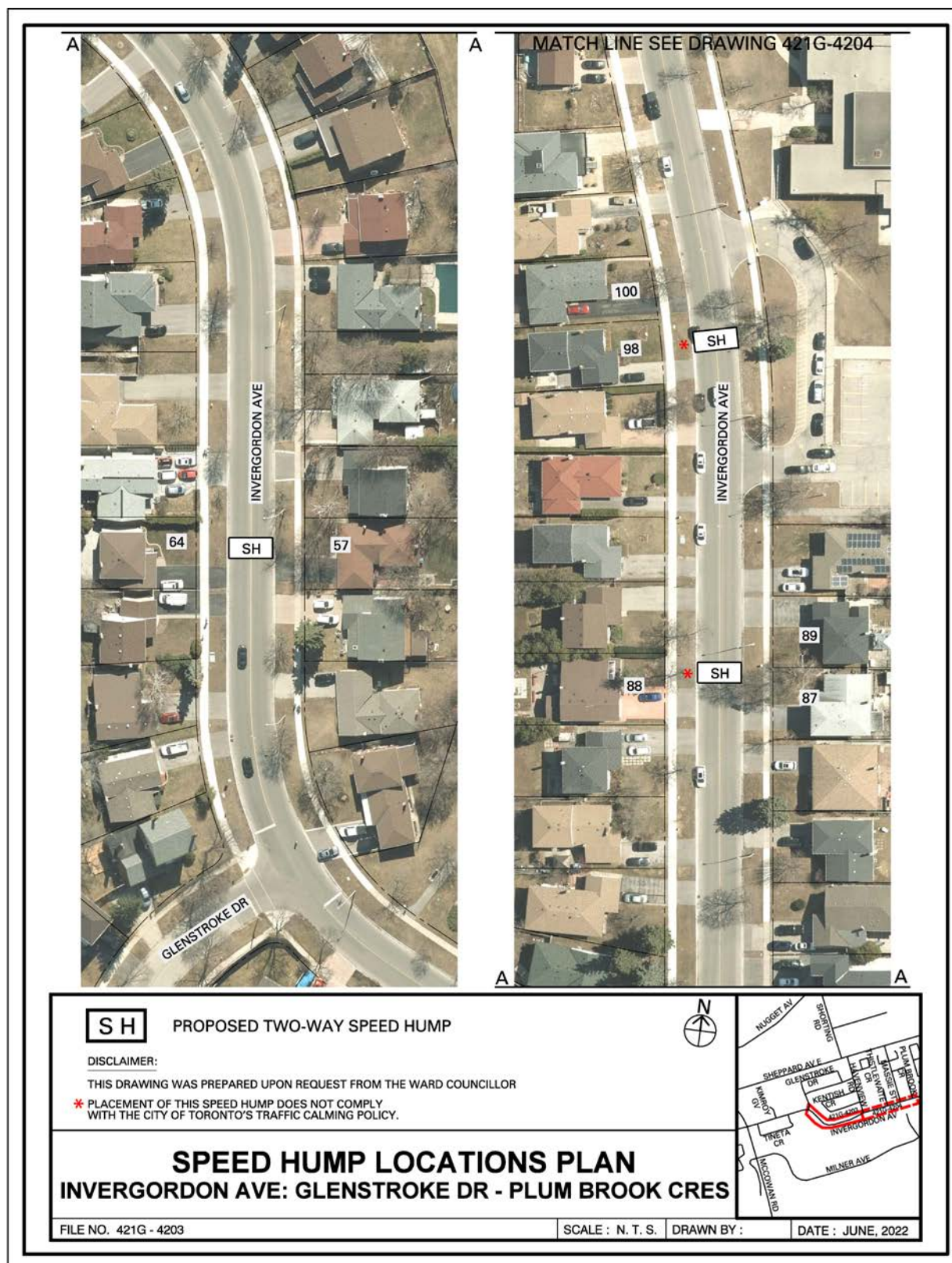
Attachment 2: Traffic Calming Warrant - Invergordon Avenue, between Glenstroke Drive and Plum Brook Crescent

| Warrant Criteria            | Requirement                                                                                                                                                                                                                                                                                       | Warrant Satisfied?  |
|-----------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| Petition                    | Petition signed by at least 25% of the households on the street and/or 10% multiple family rental dwellings<br>OR<br>A direct request from the Ward Councillor                                                                                                                                    | 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 of higher classification)<br>OR<br>On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered                                                           | Yes<br>(both sides) |
| 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                                                                                                                                                        | Yes                 |
| 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<br>OR<br>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<br>(47 km/h)     |
| Traffic Volumes             | Local road traffic volume must be between 1,000 and 8,000 vehicles per day<br>OR<br>Collector road traffic volume must be between 2,500 and 8,000 vehicles per day                                                                                                                                | No<br>(2,045 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             | No significant impacts on regularly scheduled Toronto Transit Service vehicles (as determined in consultation with TTC staff)                                                                                                                                                                     | N/A                 |

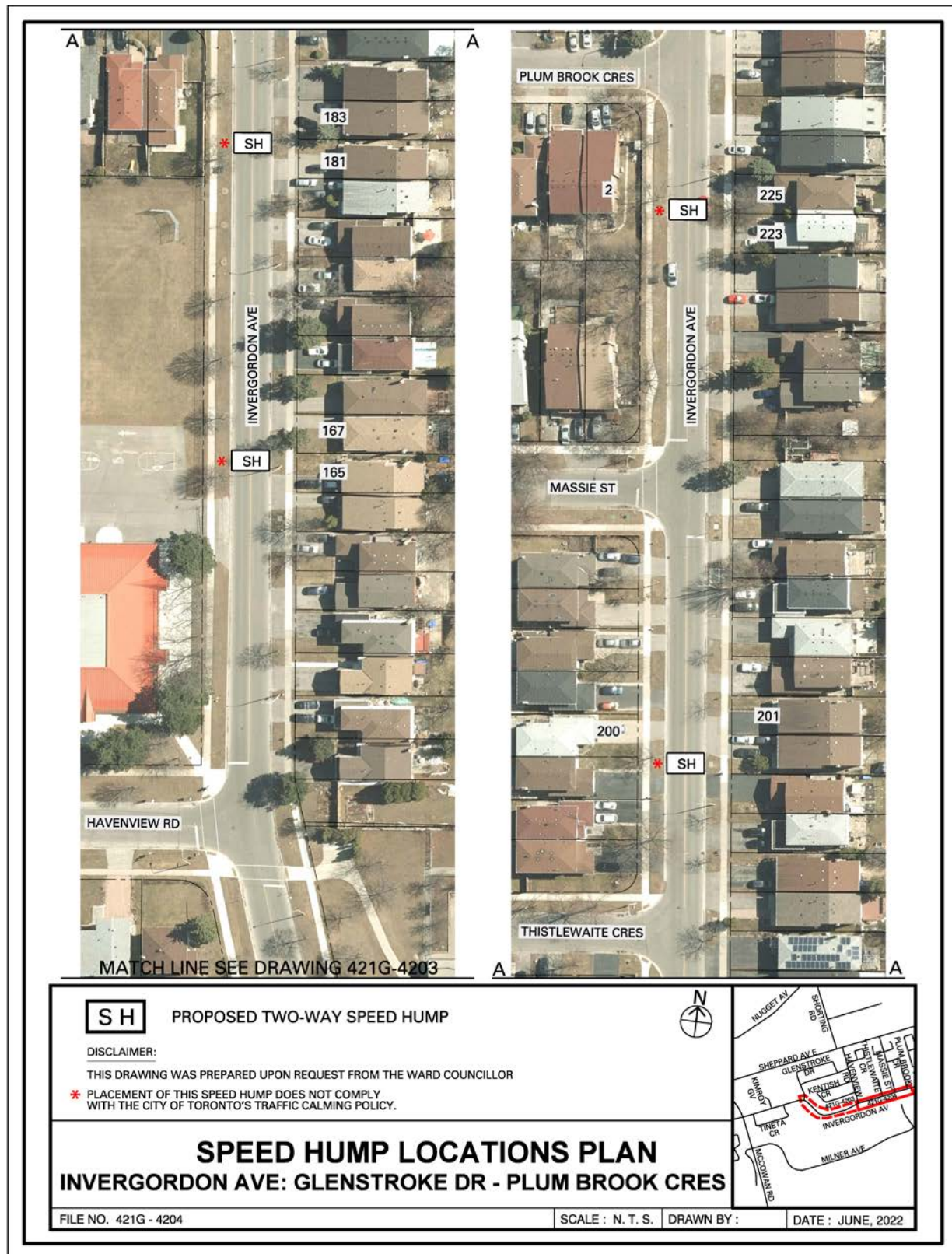
Attachment 3: Speed Hump Locations Plan - Invergordon Avenue, between McCowan Road and Glenstroke Drive



## Traffic Calming - Invergordon Avenue



Attachment 5: Speed Hump Locations Plan - Invergordon Avenue, between Glenstroke Drive and Plum Book Crescent



## Attachment 6: Letter from Toronto Fire Services, dated May 2022



Tracey Cook  
Deputy City Manager

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### Emergency Management

Fire Services  
75 TorYork Drive  
Toronto, Ontario

Tel: 416-338-9510  
Fax: 416-338-9527

May 3, 2022

Peter Wong  
Engineering Technologist Technician 1  
Traffic Operations Unit (Area 1)  
Traffic Management  
Transportation Services

**RE: Invergordon Avenue between McCowan Road and Plumbrook Crescent - Evaluation for installation of traffic calming devices.**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Invergordon Avenue (McCowan to Plumbrook) and provide the following comments.

Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restriction imposed by a speed hump have a much greater impact on large fire vehicles. Response time increase with every obstacle encountered on route to any emergency incident and the cumulative impact of several speed hump can be a significant amount of time. Additionally as indicated in the review documents circulated warrant criteria (Traffic Calming Policy) has not be satisfied across the entire section of Invergordon Avenue.

Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the city of Toronto. However, careful consideration must be given to accepting a delay to emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic. Our recommendation is that non-physical measures be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles.

Regards,

Terry Bruining  
Emergency Management  
Toronto Fire Services