

Traffic Calming (Speed Humps) - Atlee Avenue

Date: June 25, 2024

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 20, Scarborough Southwest

SUMMARY

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

Transportation Services is recommending the installation of speed humps on Atlee Avenue, between McIntosh Street and Reeve Avenue. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Atlee Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Atlee Avenue, between McIntosh Street and Reeve Avenue.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of eleven speed humps on Atlee Avenue, between McIntosh Street and Reeve Avenue, generally as shown on Attachments 2 and 3, Drawings TC-291 and TC-292 dated June 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Atlee Avenue " from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing eleven speed humps on Atlee Avenue is \$44,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Atlee Avenue, between McIntosh Street and Reeve Avenue. The residents are concerned that motorists travel at a high rate of speed on Atlee Avenue.

Existing Conditions

Atlee Avenue 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 8.4 metres
- The daily two-way traffic volume is approximately 550 vehicles
- The speed limit is 50 km/h. Transportation Services advises that the speed limit is planned to be reduced to 30 km/h on this street by 2026+, consistent with Item 2019.IE6.8 (Vision Zero 2.0 – Road Safety Plan Update)
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Atlee Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 2 and 3.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Atlee Avenue from August 1 to 3, 2023.

The study results on Atlee Avenue disclosed the following:

- 24-hour total vehicle volume is 550 vehicles
- The block lengths on Atlee Avenue, from McIntosh Street to Park Street, from Park Street to Aylesworth Avenue, from Aylesworth Avenue to Wilkie Avenue and from Wilkie Avenue to Reeve Avenue are approximately 125 metres, 210 metres, 180 metres and 210 metres, respectively
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 43 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 48.5 km/h

Based on the study results, Atlee Avenue has satisfied the warrant criteria for both minimum block lengths and minimum vehicle speed. The block lengths were all greater than 120 metres and the operating speed is 13 km/h over the warranted speed of 30 km/h; and the 95th percentile is 18.5 km/h more than the warranted speed of 30 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Atlee Avenue.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or cyclist
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Atlee Avenue, between McIntosh Street and Reeve Avenue, scored 35 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 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 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 4. Toronto Paramedic Services have provided their comments. A copy of their full response is included in Attachment 5. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

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

CONTACT

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

SIGNATURE

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

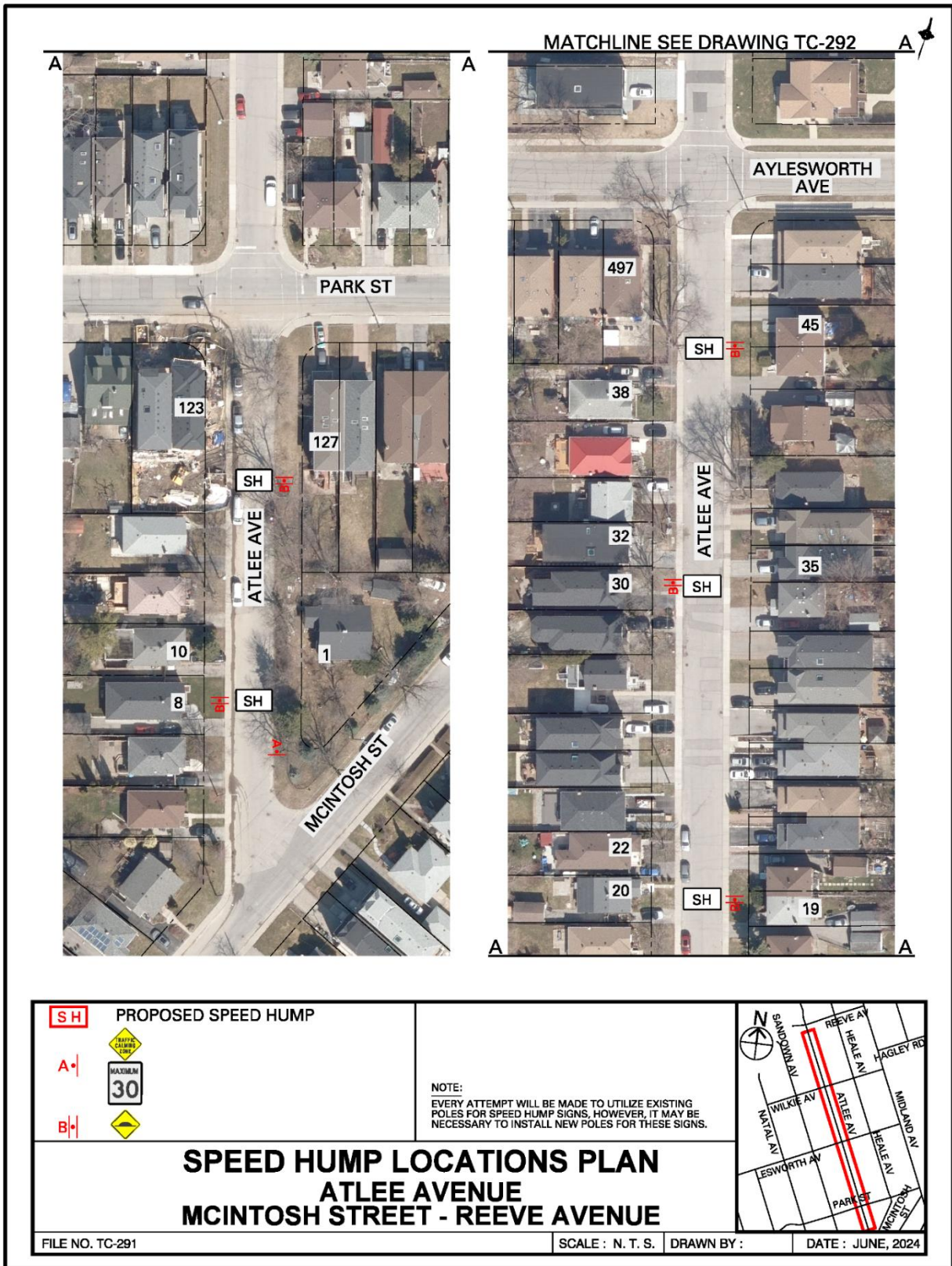
ATTACHMENTS

- Attachment 1: Traffic Calming Warrant - Atlee Avenue
- Attachment 2: Speed Hump Locations Plan - Atlee Avenue - TC-291 (Matchline, see drawing TC-292)
- Attachment 3: Speed Hump Locations Plan - Atlee Avenue - TC-292
- Attachment 4: Letter from Toronto Fire Services, June 4, 2024
- Attachment 5: Letter from Toronto Paramedic Services, June 2024

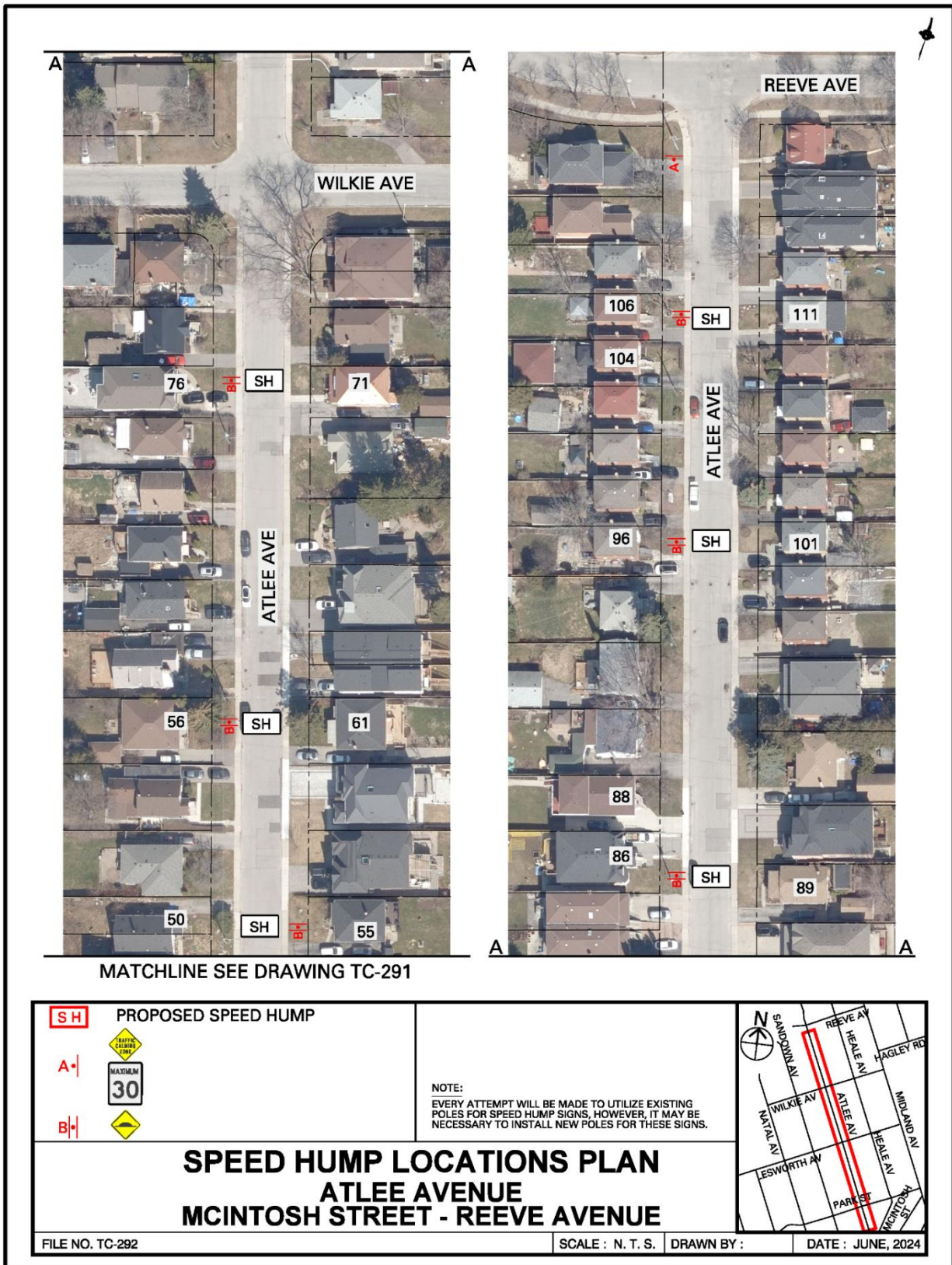
Attachment 1: Traffic Calming Warrant - Atlee Avenue

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (125, 210, 180 and 210 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (43 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (48.5 km/h)

Attachment 2: Speed Hump Locations Plan - Atlee Avenue - TC-291 (Matchline, see drawing TC-292)



Attachment 3: Speed Hump Locations Plan - Atlee Avenue - TC-292



Attachment 4: Letter from Toronto Fire Services, June 4, 2024



Matthew Pegg
Fire Chief and General Manager

Paul Raftis
Deputy City Manager
Community & Social Services
|

Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Email: OfficeoftheFireChief@toronto.ca

June 4, 2024

Amir Ghanbari
Engineering Technologist Technician 1
Traffic Operations,
Transportation Services
O: 416-396-7847

**RE: Atlee Avenue (between McIntosh Street and Reeve Avenue) Speed Hump
Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Atlee Avenue (between McIntosh Street and Reeve Avenue) and provide the following comments.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

Toronto 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,

Claudio Gloazzo
Acting District Chief
for
Joseph Del Vasto
District Chief
Emergency Planning
Toronto Fire Services
(416) 338-9136



Attachment 5: Letter from Toronto Paramedic Services, June 5, 2024

Amir Ghanbari

From: Atif Sharif
Sent: June 5, 2024 3:46 PM
To: Amir Ghanbari; 41division@torontopolice.on.ca; Carmine Vaccaro
Subject: RE: Speedhump installation- Atlee Avenue

Good afternoon Amir,

We have received and reviewed the proposal for installation of speed humps on Atlee Ave, with the following comments:

The installation of speed humps on Atlee Ave will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Atlee Ave serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components

Regards,

Atif Sharif
A/Commander - Policy, Projects & Process Improvement
Office of the Chief
Toronto Paramedic Services
Tel: 416-397-7493

