

Traffic Calming (Speed Humps) - Elinor Avenue

Date: September 3, 2024

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 21, Scarborough Centre

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 Elinor Avenue, between Brian Avenue and Murray Glen Drive. Staff's assessment indicates that the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Elinor Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Elinor Avenue, between Brian Avenue and Murray Glen Drive
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 Elinor Avenue, between Brian Avenue and Murray Glen Drive, generally as shown on Attachments 2 and 3, Drawing No's. TC-336 and TC-337, dated August 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Elinor Avenue" from the Director, Traffic Management, Transportation Services

FINANCIAL IMPACT

The estimated cost for installing eleven speed humps on Elinor 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 Elinor Avenue, between Brian Avenue and Murray Glen Drive. The residents are concerned that motorists travel at a high rate of speed on Elinor Avenue.

Existing Conditions

Elinor Avenue is characterized by the following conditions:

- It is a two-lane, south-north, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,000 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are no sidewalks on either side of the street

The adjacent land use in this area is mainly residential, consisting of detached and semi-detached dwellings.

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 three-day speed and volume study was conducted on Elinor Avenue from March 19 to 21, 2024.

The study results on Elinor Avenue disclosed the following:

- 24-hour total vehicle volume is 1,000 vehicles
- The block length from Brian Avenue to Murray Glen Drive is approximately 790 metres
- 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 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 59 km/h

Based on the study results, Elinor Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 23 km/h over the warranted speed of 30 km/h, and the 95th percentile speed is 29 km/h over the warranted speed of 30 km/h.

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

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceeds 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. Elinor Avenue, between Brian Avenue and Murray Glen Drive, scored 63 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.

Toronto Fire Services responded and advised of potential delays in emergency responses but expressed support for initiatives that enhance community safety. A copy of their full response is included in Attachment 4. Toronto Paramedic Services have also provided their comments. A copy of their full response is included in Attachment 5. Toronto Police Service has not provided comments back at the time of writing this report. 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
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SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Elinor Avenue, between Brian Avenue and Murray Glen Drive

Attachment 2: Speed Hump Locations Plan - Elinor Avenue, Brian Avenue - Murray Glen Drive (Matchline, see drawing TC-337)

Attachment 3: Speed Hump Locations Plan - Elinor Avenue, Brian Avenue - Murray Glen Drive

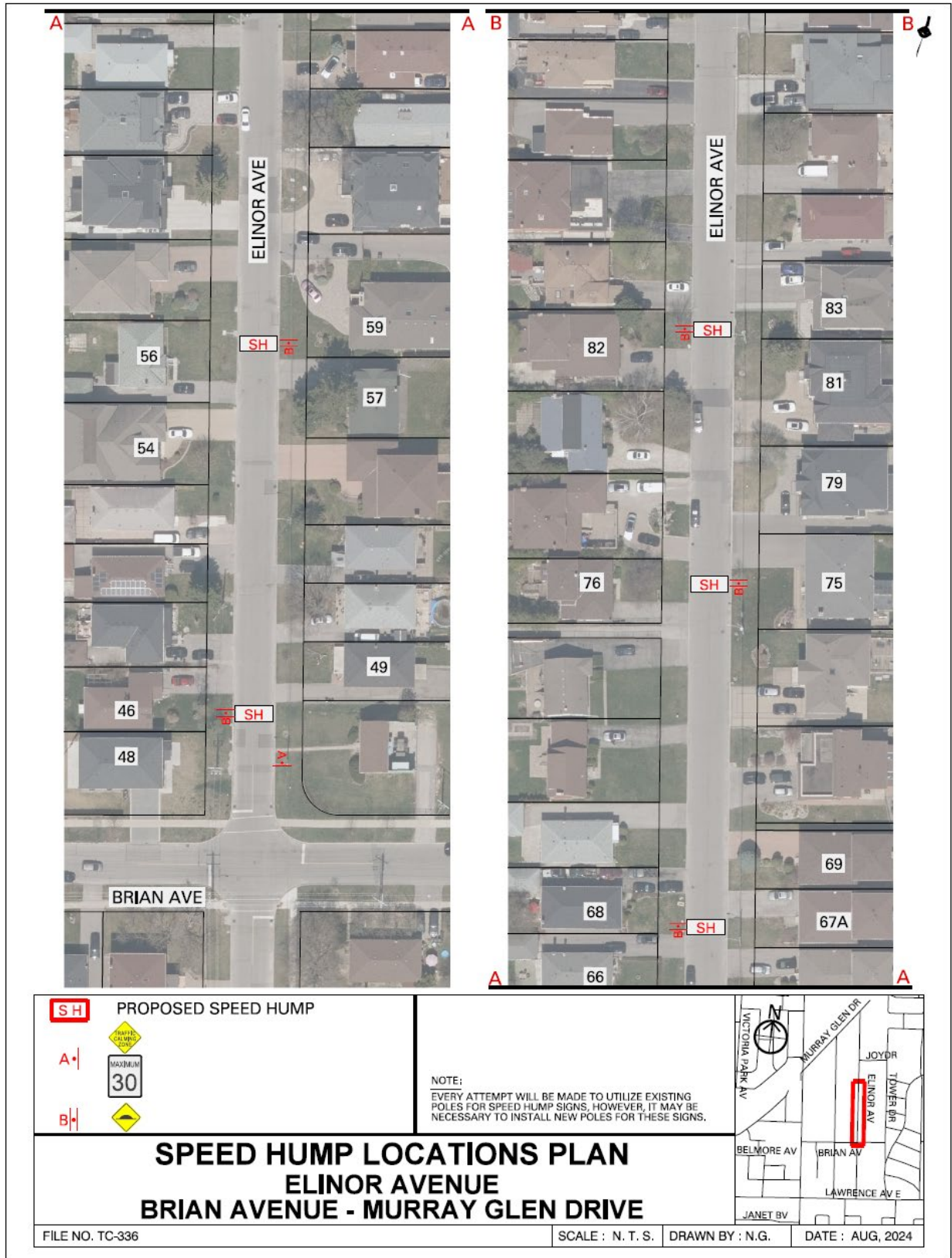
Attachment 4: Letter from Toronto Fire Services, dated August 19, 2024

Attachment 5: Letter from Toronto Paramedic Services, dated July 30, 2024

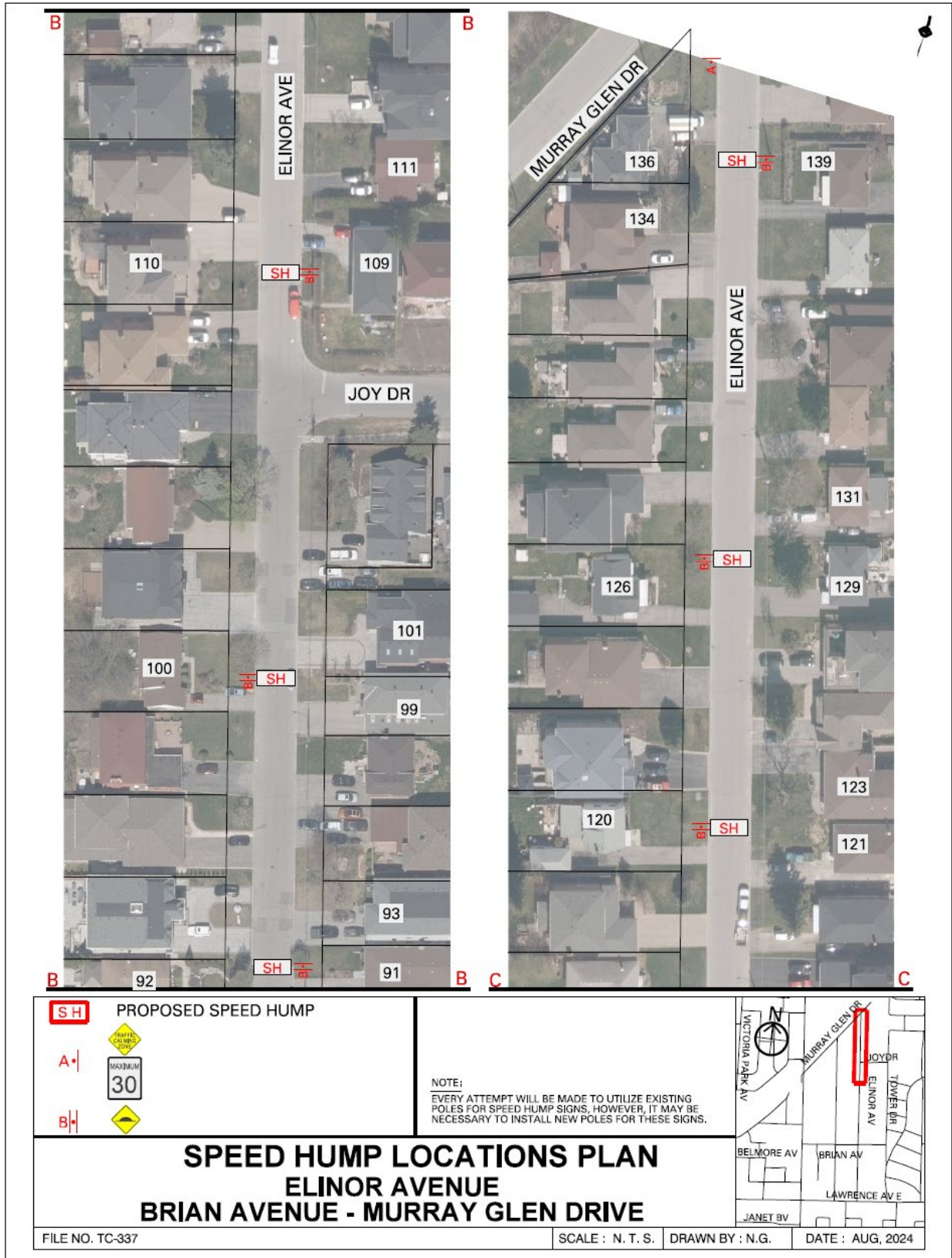
Attachment 1: Traffic Calming Warrant - Elinor Avenue, between Brian Avenue and Murray Glen Drive.

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	No
	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	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	N/A
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 (793 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (53 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (59 km/h)

Attachment 2: Speed Hump Locations Plan - Elinor Avenue, Brian Avenue - Murray Glen Drive (Matchline, see drawing TC-337)



Attachment 3: Speed Hump Locations Plan - Elinor Avenue, Brian Avenue - Murray Glen Drive





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

August 19, 2024

Ghamdan Al-Mukardi
Engineering Technologist Technician
Traffic Operations - Scarborough District
City of Toronto - Transportation Services

**RE: Location Elinor Avenue, between Brian Avenue and Murray Glen Drive.
Speed Hump Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Elinor Avenue, between Brian Avenue and Murray Glen Drive. 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
Emergency Planning
Toronto Fire Services
City of Toronto
O-416-338-7708
C-416-688-0114



Attachment 5: Letter from Toronto Paramedic Services, dated July 30, 2024

From: [EMS Planning](#)
To: [Ghamdan Al-mukardi](#)
Cc: [EMS Planning](#); [Atif Sharif](#); [Jennifer Chung](#); [EMS Planning](#)
Subject: Speed Humps_ Elinor Avenue
Date: July 30, 2024 8:42:35 AM

We have received and reviewed the proposal for installation of speed humps on Elinor Ave, between Brian Avenue and Murray Glen Drive, with the following comments:

The installation of speed humps on Elinor 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 Elinor 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.