

Traffic Calming (Speed Humps) - Presley Avenue

Date: September 3, 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 Presley Avenue, between St. Clair Avenue East and Florens 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 Presley Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Presley Avenue between St. Clair Avenue East and Florens Avenue.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of 10 speed humps on Presley Avenue, between St. Clair Avenue East and Florens Avenue generally as shown on Attachment 2, Drawing TC-332 and Attachment 3, Drawing TC-333 dated August 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Presley Avenue" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing ten speed humps on Presley Avenue is \$40,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2024 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 Presley Avenue between St. Clair Avenue East and Florens Avenue. The residents are concerned that motorists travel at a high rate of speed on Presley Avenue.

Existing Conditions

Presley 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 8.5 metres
- The daily two-way traffic volume is approximately 470 vehicles
- The speed limit is 30 km/h
- There is no Toronto Transit Commission (TTC) service provided on the street
- 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 Presley 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 Presley Ave on April 23 to 25, 2024.

The study results on Presley Avenue disclosed the following:

- 24-hour total vehicle volume is 470 vehicles
- The block length on Presley Avenue, from St. Clair Avenue East Florens Avenue is approximately 630 metres

- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 44.4 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 49.5 km/h

Based on the study results, Presley Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 14.4 km/h over the warranted speed of 30 km/h and the 95th percentile is 19.5 km/h over 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 Presley 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. Presley Avenue, between St. Clair Avenue East and Florens Avenue, scored 40 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 and Toronto Paramedic Services. 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.

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

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SIGNATURE

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

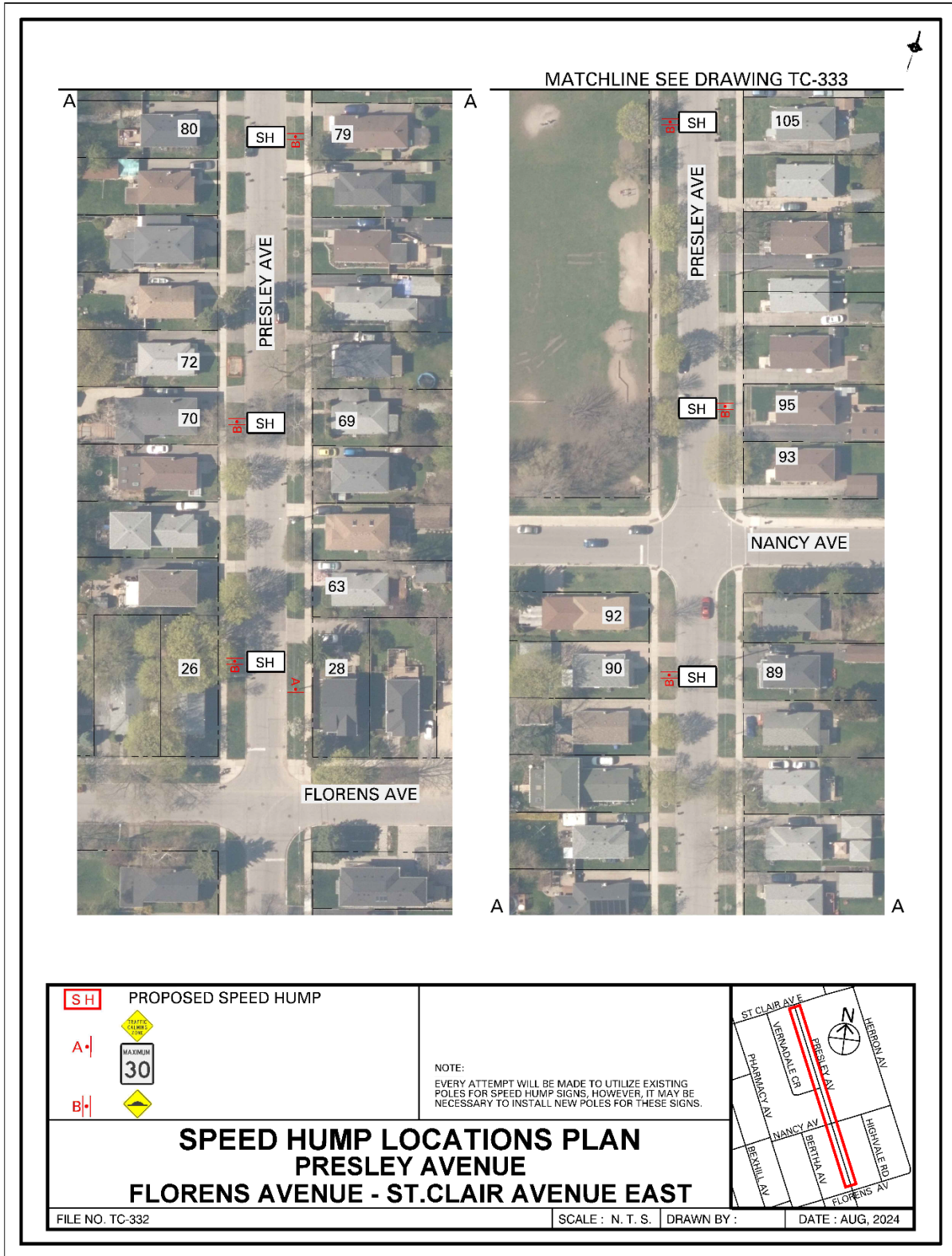
ATTACHMENTS

- Attachment 1: Traffic Calming Warrant - Presley Avenue
- Attachment 2: Speed Hump Locations Plan - Presley Avenue, Nancy Avenue - St. Clair Avenue East (Matchline, see drawing TC-333)
- Attachment 3: Speed Hump Locations Plan - Presley Avenue, Nancy Avenue - St. Clair Avenue East
- Attachment 4: Letter from Toronto Fire Services, dated June 27, 2024

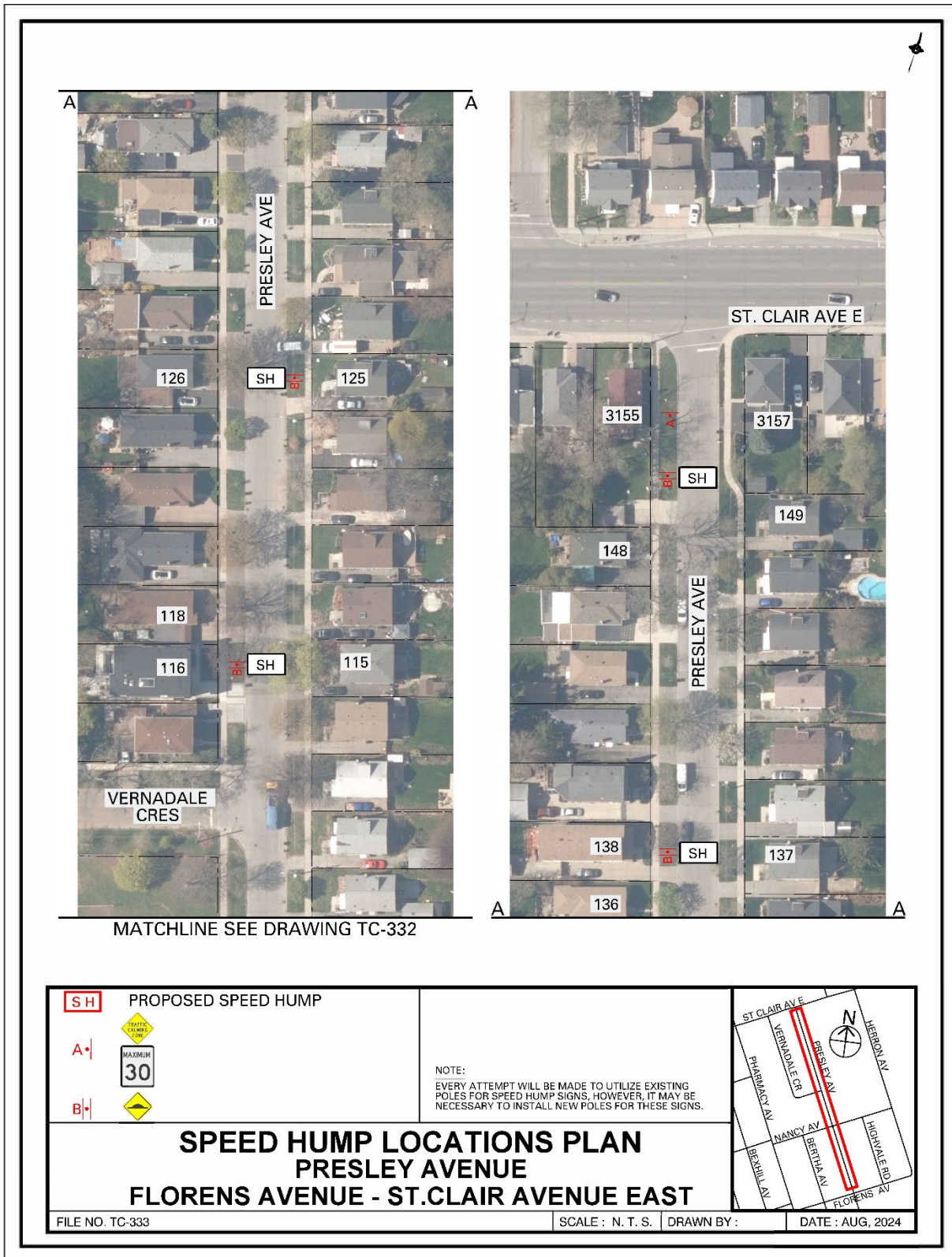
Attachment 1: Traffic Calming Warrant - Presley Avenue

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 (630 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (44.4 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (49.5 km/h)

Attachment 2: Speed Hump Locations Plan - Presley Avenue, Nancy Avenue - St. Clair Avenue East (Matchline, see drawing TC-333)



Attachment 3: Speed Hump Locations Plan - Presley Avenue, Nancy Avenue - St. Clair Avenue East



Attachment 4: Letter from Toronto Fire Services, dated June 27, 2024



Paul Belts
Deputy City Manager
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Fire Services
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Matthew Pegg
Fire Chief and General Manager

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June 27, 2024

Amir Ghanbari
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RE: Presley Avenue (between St. Clair Avenue E and Nancy Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Presley Avenue (between St. Clair Avenue E and Nancy 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.

RE: Presley Avenue (between Nancy Avenue and Florens Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Presley Avenue (between Nancy Avenue and Florens 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 Gioazzo
Acting District Chief
for
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