

Traffic Calming (Speed Humps) - Edgecombe Avenue & Otter Crescent

Date: January 31, 2025

To: North York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 8, Eglinton-Lawrence

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 Edgecombe Avenue, between Lawrence Avenue West and Otter Crescent and on Otter Crescent, between Edgecombe Avenue and Avenue Road. 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 Edgecombe Avenue, between Lawrence Avenue West and Otter Crescent and on Otter Crescent, between Edgecombe Avenue and Avenue Road.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. North York Community Council authorize the installation of four traffic calming speed humps on Edgecombe Avenue, between Lawrence Avenue West and Otter Crescent.
2. North York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of four speed humps on Edgecombe Avenue, between Lawrence Avenue West and Otter Crescent, generally as shown on Attachment 3, Drawing TC-455 dated January 2025 attached to the report entitled "Traffic Calming (Speed Humps) - Edgecombe Avenue & Otter Crescent " from the Director, Traffic Management, Transportation Services.
3. North York Community Council authorize the installation of two traffic calming speed humps on Otter Crescent, between Edgecombe Avenue and Avenue Road.

4. North York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of two speed humps Otter Crescent, between Edgcombe Avenue and Avenue Road, generally as shown on Attachment 4, Drawing TC-389 dated November 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Edgcombe Avenue & Otter Crescent " from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing six speed humps on Edgcombe Avenue and Otter Crescent is \$24,000. Funding is subject to availability and competing priorities within the Transportation Services current 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 Edgcombe Avenue, between Lawrence Avenue West and Otter Crescent and on Otter Crescent, between Edgcombe Avenue and Avenue Road. The residents are concerned that motorists travel at a high rate of speed on these streets.

Existing Conditions

Edgcombe 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 6.5 metres
- The daily two-way traffic volume is approximately 1,900 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There no Toronto Transit Commission (TTC) service provided
- There are no sidewalks on either side of the street
- The south end of Edgcombe Avenue forms the north leg of the intersection with Otter Crescent, which forms the south and west legs of the intersection.

The land use in the area consists of detached residential dwellings. This subject section of Edgcombe Avenue is not within designated Community Safety Zone.

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

Otter 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 8.25 metres
- The daily two-way traffic volume is approximately 2,600 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There no Toronto Transit Commission (TTC) service provided
- There are no sidewalks on either side of the street

The land use in the area consists of detached residential dwellings. This subject section of Otter Crescent is not within designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 4.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Edgewcombe Avenue on November 12, 2024.

The study results on Edgewcombe Avenue disclosed the following:

- 24-hour total vehicle volume is 1,891 vehicles
- The block length from Caribou Road to Otter Crescent is 182 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 41 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 45 km/h

Based on the study results, Edgewcombe 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 of 41 km/h is more than 8 km/h over the warranted speed of 30 km/h and the 95th percentile of 45 km/h is 15 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 Edgewcombe Avenue.

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Otter Crescent on April 12, 2022.

The study results on Otter Crescent disclosed the following:

- 24-hour total vehicle volume is 2,624 vehicles
- The block length from Edgewcombe Avenue to Avenue Road is 143 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 38 km/h

- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 42 km/h

Based on the study results, Edgewcombe 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 of 38 km/h is 8 km/h over the warranted speed of 30km/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 Otter Crescent.

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. Edgewcombe Avenue, between Lawrence Avenue West and Otter Crescent, scored 28 ranking points out of a possible 100.

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Otter Crescent, between Edgewcombe Avenue and Avenue Road, scored 21 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 Paramedic Services responded and advised they do support the installation of speed humps; however, they have stated that it may negatively impact their service delivery. A copy of their full response is included in Attachment 5. Toronto Fire Services and Toronto Police Service have 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

Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services
416-394-8409, Shawn.Dillon@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Edgecombe Avenue
Attachment 2: Traffic Calming Warrant - Otter Crescent
Attachment 3: Speed Hump Locations Plan - Edgecombe Avenue
Attachment 4: Speed Hump Locations Plan - Otter Crescent
Attachment 5: Letter from Toronto Paramedic Services, dated January 24, 2025

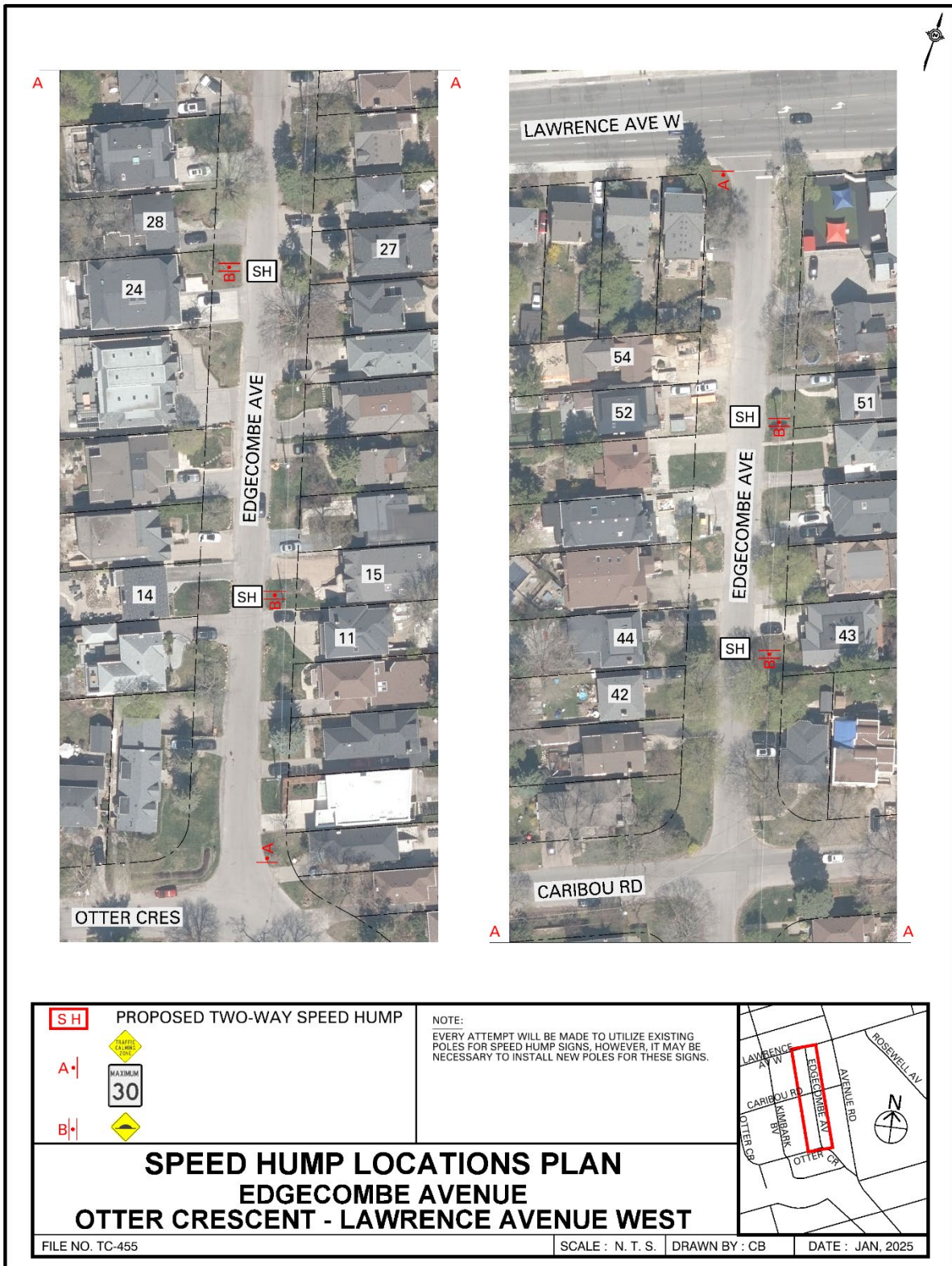
Attachment 1: Traffic Calming Warrant - Edgewcombe Avenue

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	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	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 (182 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (41 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (45 km/h)

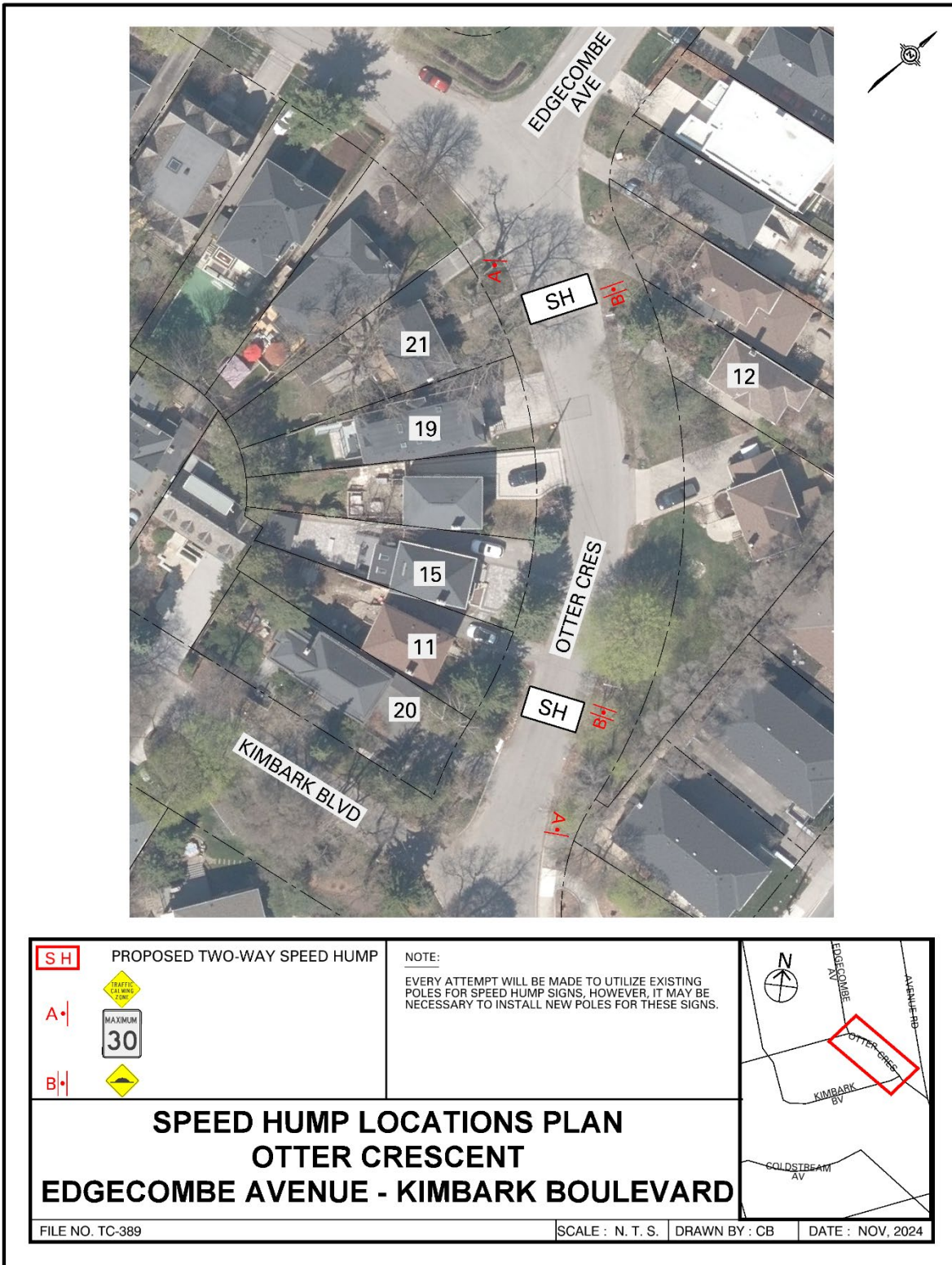
Attachment 2: Traffic Calming Warrant - Otter Crescent

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	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 (143 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (38 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (42 km/h)

Attachment 3: Speed Hump Locations Plan - Edgcombe Avenue



Attachment 4: Speed Hump Locations Plan - Otter Crescent



Attachment 5: Letter from Toronto Paramedic Services, dated January 24, 2025

We have received and reviewed the proposal for installation of speed humps on Edgewcombe Avenue, between Lawrence Avenue West and Otter Crescent and on Otter Crescent, with the following comments:

The installation of speed humps on Edgewcombe Avenue, between Lawrence Avenue West and Otter Crescent and on Otter Crescent, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Edgewcombe Avenue, between Lawrence Avenue West and Otter Crescent and on Otter Crescent, 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.

