

Additional Speed Hump - Willard Avenue

Date: February 3, 2025

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 4, Parkdale-High Park

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 one additional speed hump on Willard Avenue, between Dundas Street West and St. John's Road. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, an additional speed hump should be installed on Willard Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the installation of a speed hump on Willard Avenue, between Morland Road and Rexford Road.
2. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of one speed hump on Willard Avenue, between Morland Road and Rexford Road, generally as shown on Attachment 2, Drawing TC-434 dated December 2024, attached to the report entitled "Additional Speed Hump - Willard Avenue" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing one speed hump on Willard Avenue is \$4,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2025 Interim Capital Budget.

DECISION HISTORY

Toronto and East York Community Council, at its meeting on October 18, 2023, adopted Item TE8.40 (One additional speed hump on Willard Avenue, between Dundas Street West and Jillson Avenue), approving the installation of one additional speed hump on Willard Avenue, between Dundas Street West and Jillson Avenue. The Toronto and East York Community Council decision can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE8.40>

City Council, at its meeting on June 24, 25 and 26, 2003, adopted Clause 16 of Report 5 of the Humber York Community Council (St. John's Road and Willard Avenue - Speed Hump Implementation in Conjunction with the Proposed Development of Premises No. 3487 Dundas Street West), approving the installation of two speed humps on Willard Avenue, between Dundas Street West and St. John's Road. The City of Toronto Council decision can be found at:

<https://www.toronto.ca/legdocs/2003/agendas/council/cc030624/yk5rpt/cl016.pdf>

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing one additional speed hump on Willard Avenue, between Morland Road and Rexford Road. The residents are concerned that motorists travel at a high rate of speed on Willard Avenue and that the existing traffic calming should be supplemented.

Existing Conditions

Willard 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 8.5 metres
- The daily two-way traffic volume is approximately 900 vehicles
- The speed limit is 30 km/h
- There are three speed humps installed, although there are none in the section between Morland Road and Rexford Road
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings interspersed with a few small commercial businesses. Additionally, King George Junior Public School located at 25 Rexford Road. This section of Willard Avenue, between Morland Road and St. John's Road, is designated as a Community Safety Zone.

A map of the area and the proposed location of the speed hump is included in Attachment 2.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Willard Avenue on January 31 to February 2, 2023.

The study results on Willard Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 900 vehicles
- The section between Morland Road and Rexford Road (which are uncontrolled for Willard Avenue traffic) is approximately 80 metres, although the overall block length between Dundas Street West to St. Johns Road is approximately 350 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 42 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 47 km/h

Based on the study results, Willard 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 12 km/h over the warranted speed of 30 km/h and the 95th percentile speed is 17 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 the additional speed hump on Willard Avenue to supplement the existing traffic calming in place.

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. Willard Avenue, between Morland Road and Rexford Road, scored 32 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 the speed hump. The installation of the speed hump 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 or Toronto Paramedic Services. Toronto Fire Services responded and advised they do not have any concerns with the installation of the additional speed hump. A copy of their full response is included in Attachment 3.

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



for

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Willard Avenue

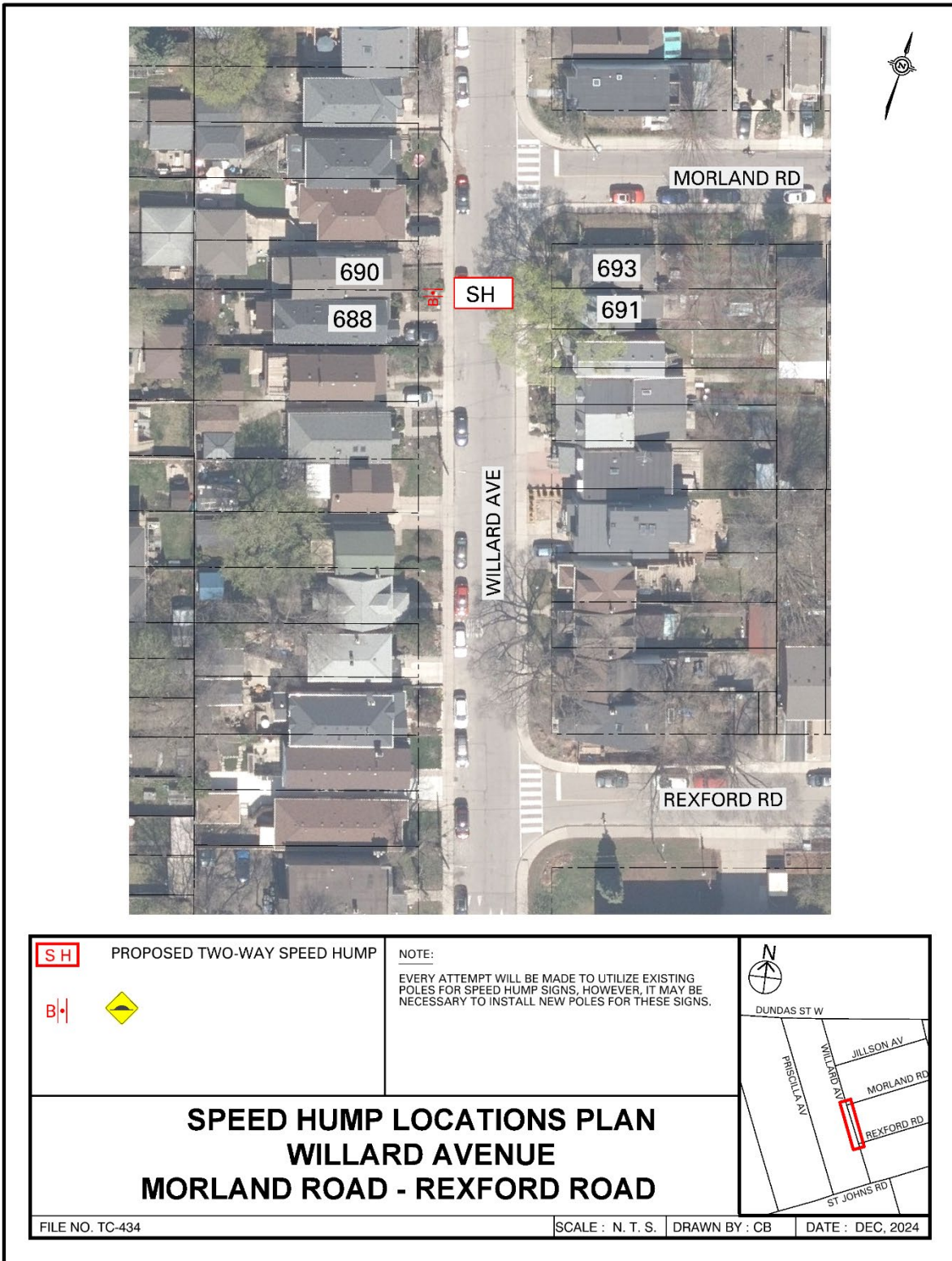
Attachment 2: Speed Hump Locations Plan - Willard Avenue, Morland Road - Rexford Road

Attachment 3: Letter from Toronto Fire Services, dated January 29, 2025

Attachment 1: Traffic Calming Warrant - Willard 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 (350 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (12 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (17 km/h)

Attachment 2: Speed Hump Locations Plan - Willard Avenue, Morland Road - Rexford Road



Attachment 3: Letter from Toronto Fire Services, dated January 29, 2025

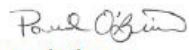
Raphael Valinhas

From: Paul O'Brien
Sent: January 29, 2025 11:09 AM
To: Raphael Valinhas; TFS Emergency Planning
Cc: 'Stephen.Burns@torontopolice.on.ca'; EMS Planning; 11division@torontopolice.on.ca; Atif Sharif; Maria Bernardino
Subject: RE: Proposed Traffic Calming Measures (Speed Humps) - Ward 4

Good Morning,

Toronto Fire has looked at this proposal. Toronto Fire has no concerns with these additional traffic measures as indicated.

Regards,



Paul O'Brien
Acting Division Commander
Toronto Fire Services
647-464-6416

