

Howbert Drive – Traffic Calming

Date:	March 8, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services and Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	P07037

SUMMARY

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

The purpose of this report is to outline the findings of an investigation to determine the need to install speed humps on Howbert Drive, between Gary Drive and Pellatt Avenue. A staff review has shown that the criteria for the installation of speed humps on Howbert Drive are not met.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. Traffic calming not be installed on Howbert Drive, between Gary Drive and Pellatt Avenue.

Financial Impact

The adoption of the above noted recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on this section of Howbert Drive, the following financial impact will result:

1. The estimated cost for installing three speed humps would be \$6,000.00. Transportation Services has requested that the 2007 Capital budget process allocate \$750,000.00 for traffic-calming initiatives and installing speed humps on Howbert Drive would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

City Council, at its meeting of September 25, 26, and 27, 2006, in considering Clause No. 87(q) of Report No. 7 of Etobicoke York Community Council, entitled “Request for Speed Humps on Howbert Drive (Ward 11 - York South-Weston)” requested the Director, Transportation Services, Etobicoke York District, to report to the Community Council on the feasibility of installing traffic calming measures on Howbert Drive.

COMMENTS

Howbert Drive is a two-way local roadway that operates between Gary Drive and Pellatt Avenue and has a pavement width of 8.5 metres. Parking is otherwise allowed for a maximum period of three hours.

We assessed the subject location against the City of Toronto’s Traffic Calming Policy, adopted by City Council at its meeting of April 16, 17 and 18, 2002. According to the policy guidelines, the prime criteria for the installation of speed humps are vehicle speeds and traffic volume. Other environmental factors are also considered, such as road width, pedestrian facilities and gradient. The proposal was further evaluated under the technical criteria, with the results summarized in Appendix A attached.

Based on our assessment, Howbert Drive does not satisfy the technical requirements. Specifically, the average speed recorded on Howbert Drive was 38 km/h. These study results do not indicate the presence of a speeding problem on the street.

Accordingly, based on the data collected and evaluated against the warrants for the installation of traffic calming measures, the installation of speed humps is not recommended on Howbert Drive, between Gary Drive and Pellatt Avenue.

A review of the Toronto Police Service collision records indicates that between January 1, 2003 and December 31, 2005, no collisions were reported on Howbert Drive, between Gary Drive and Pellatt Avenue.

Given the low volumes of traffic and low incidence of speeding on Howbert Drive, between Gary Drive and Pellatt Avenue, the installation of speed humps or other traffic calming measures are not technically warranted at this time.

However, even though the staff’s findings were not favourable, if the Etobicoke York Community Council wishes to proceed with installing speed humps on Howbert Drive, between Gary Drive and Pellatt Avenue, it must recommend that:

1. Transportation Services staff consult with Councillor Nunziata to develop a speed hump plan;
2. The City Clerk poll eligible householders on Howbert Drive, between Gary Drive and Pellatt Avenue to determine whether residents support the installation, in accordance with the City of Toronto traffic-calming Policy; and

3. subject to favourable results of the poll;
 - a. The City Solicitor prepare a by-law to alter sections of the roadway on Howbert Drive, between Gary Drive and Pellatt Avenue, for traffic calming purposes, generally as the speed hump plan that the City Clerk circulated to residents during the polling process shows
 - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Howbert Drive, between Gary Drive and Pellatt Avenue, when the speed humps are installed.

Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles, and could result in increased response times in the event of an emergency.

According to the provisions of the City of Toronto traffic-calming policy, the City Clerk must formally poll householders who are directly affected by installing speed humps on this section of Howbert Drive. Under this policy, the City Clerk must receive a minimum response of 50 percent plus one ballot, of which at least 60 percent of the responding households must be in favour of installing speed humps so that staff can proceed with the installation. Subject to approval by Community Council of the recommendations indicated above, the City Clerk will poll householders on Howbert Drive, between Gary Drive and Pellatt Avenue and report the results to Etobicoke York Community Council. If the poll supports installing speed humps on Howbert Drive, between Gary Drive and Pellatt Avenue, Transportation Services staff would schedule installation based on relative need and competing priorities.

Relative need (and to prioritize installing speed humps) is based on traffic volume, vehicle speed percentages, speed related collisions, and the presence of schools, parks, seniors residences or bicycle routes. Based on this technical assessment, Howbert Drive scored 33 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected, and the effects on winter services, street cleaning and garbage collection should be minimal.

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Although we generally advise emergency services of our intentions, we do not always receive a formal response. However, Toronto Fire Services has provided the following general statement in the past regarding the installation of speed humps:

“...Toronto Fire Service is supportive of initiatives that improve the life safety of our citizens. Our concern is that the physical calming measures being proposed may negatively impact emergency response to the area.

The vertical restrictions imposed by speed humps have a much greater affect on large fire vehicles than smaller passenger vehicles. Response time increases with every obstacle a fire vehicle encounters en route from the fire station to the incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time that could result in increased property damage, unnecessary injury or loss of life.

Speed humps are generally hard on large, heavy vehicle (fire vehicles) and increase the potential to suffer mechanical damage. This in turn can lead to a vehicle being placed out of service for considerable periods of time. Aside from the costs associated with repairs, there is a decrease in the resources available to respond to other emergency situations.”

CONTACT

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SIGNATURE

John Niedra, P.Eng., Director
Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix A

Attachment No. 1: Map

Appendix A

Howbert Drive From/To	TECHNICAL CRITERIA				Over All Compliance Satisfied YES/NO
	85 th Percentile Speed >50 km/h	Traffic Volume > 1000 Veh/Day	Distance Between Stop Controls >120 m	Not A TTC Route	
Gary Drive to Pellatt Avenue	No (45 km/h)	Yes (1730)	Yes	Yes	No