

## **Bicknell Avenue – Traffic Calming**

<b>Date:</b>	March 8, 2007
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services and Etobicoke York District
<b>Wards:</b>	Ward 12 – York South-Weston
<b>Reference Number:</b>	07032

### **SUMMARY**

This staff report is about a matter for which 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 Bicknell Avenue, between Eglinton Avenue West and Rogers Road. A staff assessment has shown that the criteria for the installation of speed humps on Bicknell Avenue are met.

### **RECOMMENDATIONS**

**Transportation Services recommends that Etobicoke York Community Council approve the following:**

1. Transportation Services staff consult with Councillor Di Giorgio to develop a speed hump plan;
2. the City Clerk be authorized to conduct a poll of eligible householders in English, Italian and Portuguese, on Bicknell Avenue, between Eglinton Avenue West and Rogers Road, to determine resident support for the proposed speed hump plan, in accordance with the City of Toronto traffic calming Policy;
3. subject to favourable results of the poll;
  - a. The City Solicitor prepare a by-law to alter sections of the roadway on Bicknell Avenue, between Eglinton Avenue West and Rogers Road, 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 Bicknell Avenue, between Eglinton Avenue West and Rogers Road when the speed humps are installed.

**Financial Impact**

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Capital Budget	\$24,000.00

**ISSUE BACKGROUND**

Councillor Frank Di Giorgio, on behalf of an area residents, requested Transportation Services staff to review the feasibility of installing physical traffic calming measures (speed humps) on Bicknell Avenue, between Eglinton Avenue West and Rogers Road.

**COMMENTS**

Bicknell Avenue, between Eglinton Avenue West and Rogers Road is a collector roadway operating two-way with a posted speed limit of 40 km/h and a road width of 8.5 metres.

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, Bicknell Avenue, between Eglinton Avenue West and Rogers Road, satisfies the criteria as set out in the traffic calming policy for the installation of traffic calming devices.

Accordingly, based on the data collected and evaluated against the warrants for the installation of traffic calming measures, the installation of speed humps is recommended on Bicknell Avenue, between Eglinton Avenue West and Rogers Road.

A review of the Toronto Police Service collision records indicates that between January 1, 2003 and December 31, 2005, no collisions attributed to speeding were reported on Bicknell Avenue, between Eglinton Avenue West and Rogers Road.

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 would be directly affected by installing speed humps on this section of Bicknell Avenue. Under this policy, Transportation Services staff must receive a minimum response of 50 percent plus one ballot, of which at least 60 percent of the households that respond must be in favour of installing speed humps. Then staff can proceed with the installation. Accordingly, subject to approval by Council of the recommendations outlined above, the City Clerk would poll householders on Bicknell Avenue, and report the results to Councillor Di Giorgio. If the poll supports installing speed humps on Bicknell Avenue, Transportation Services staff will schedule installation according to relative need and competing priorities.

Transportation staff uses a method to determine relative need and to prioritize installing speed humps, based on traffic volume, vehicle speed percentages, speed related collisions, and the presence of schools, parks, senior residences or bicycle routes. Based on this technical review, Bicknell Avenue scored 49 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 proposals do 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**

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

**ATTACHMENTS**

Attachment No 1: Appendix A

Attachment No 2: Map

## Appendix A

LOCATION	TECHNICAL CRITERIA				
Bicknell Avenue To/from	85th Percentile Speed >50 km/h	Traffic Volume > 1000 Veh/Day	Distance Between Stop Controls >120 m	Not A TTC Route	Over All Compliance Satisfied YES/NO
Rogers Road to Nashville Avenue	51 km/h (Yes)	2300 (Yes)	Yes	Yes	YES
Nashville Avenue to Rotherham Avenue	50 km/h (Yes)	2250 (Yes)	Yes	Yes	YES
Rotherham Avenue to Juliet Crescent	50 km/h (Yes)	2590 (Yes)	Yes	Yes	YES
Juliet Crescent to Avon Drive	50 km/h (Yes)	2500 (Yes)	Yes	Yes	YES
Avon Drive to Hertford Avenue	50 km/h (Yes)	2680 (Yes)	Yes	Yes	YES