

Chiswick Street – Traffic Calming

Date:	March 8, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services and Etobicoke York District
Wards:	Ward 12 - York South-Weston
Reference Number:	P07031A

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 to address residents' concerns with the speed of traffic on Chiswick Street, between Lawrence Avenue West and Hearst Circle

Our assessment has shown that traffic calming is not warranted. Therefore, speed humps should not be installed on Chiswick Street, between Lawrence Avenue West and Hearst Circle.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. Traffic calming not be installed on Chiswick Street, between Lawrence Avenue West and Hearst Circle.

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 Chiswick Street, 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 Chiswick Street would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Frank Di Giorgio, on behalf of an area resident, Transportation Services staff reviewed the feasibility of installing physical traffic calming measures (speed humps) on Chiswick Street, between Lawrence Avenue West and Hearst Circle to address concerns with current traffic operations.

COMMENTS

Chiswick Street, between Lawrence Avenue West and Hearst Circle is a local street operating two-way with a speed limit of 50 km/h and a road width of 8.5 metres.

We have 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, Chiswick Street does not satisfy the technical prerequisites. Specifically, the average speed recorded on Chiswick Street was 36 km/h. These study results do not indicate the presence of a speeding to warrant physical traffic calming.

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 Chiswick Street, between Lawrence Avenue West and Hearst Circle.

A review of the Toronto Police Service collision records indicates that between January 1, 2003 and December 31, 2005, no collisions were reported on Chiswick Street, between Lawrence Avenue West and Hearst Circle.

Given the low volumes of traffic and operating speeds on Chiswick Street, between Lawrence Avenue West and Hearst Circle, the installation of speed humps or other traffic calming measures are not technically warranted at this time.

Even though the staff's findings were not favourable, if the Etobicoke York Community Council wishes to proceed with installing speed humps on Chiswick Street, between Lawrence Avenue West and Hearst Circle, it must recommend that:

1. Transportation Services staff consult with Councillor Di Giorgio to develop a speed hump plan.
2. The City Clerk poll eligible householders on Chiswick Street, between Lawrence Avenue West and Hearst Circle to determine whether residents support the installation, 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 Chiswick Street, between Lawrence Avenue West and Hearst Circle, for traffic calming purposes, generally as the speed hump plan that the City Clerk circulated to residents during the polling process shows; and
 - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Chiswick Street, between Lawrence Avenue West and Hearst Circle 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 would be directly affected by installing speed humps on this section of Chiswick Street. 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 Chiswick Street, and report the results to Councillor Di Giorgio. If the poll supports installing speed humps on Chiswick Street, 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, Chiswick Street scored 38 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

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ATTACHMENTS

Appendix A
Attachment No. 1: Map

Appendix A

Chiswick Street From/To	TECHNICAL CRITERIA				Over All Compliance Satisfied YES/NO
	85th Percentile Speed >50 km/h	Traffic Volume > 1000 Veh/Day	Distance Between Stop Controls >120 m	Not A TTC Route	
Lawrence Avenue West to Hearst Circle	No (44 km/h)	Yes (1130)	Yes	Yes	No