

Brandon Avenue – Installation of Speed Humps

Date:	March 8, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services and Etobicoke York District
Wards:	Ward 17 - Davenport
Reference Number:	P07010

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 the investigation on installing speed humps on Brandon Avenue, between Dufferin Street and Lightbourn Avenue. The criteria for the installation of speed humps on Brandon Avenue are met.

RECOMMENDATIONS

Transportation Services recommend that:

1. the City Clerk conduct a poll of eligible householders in English, Italian and Portuguese, on Brandon Avenue, between between Dufferin Street and Lightbourn Avenue, determining resident support for the proposed speed hump plan, in accordance with the City of Toronto traffic calming policy;
2. subject to favourable results of the poll:
 - a. the City Solicitor prepare a by-law to alter the roadway on Brandon Avenue, between Dufferin Street and Lightbourn Avenue, for traffic calming purposes generally as shown on Drawing No. 8610, November 2006, and circulated to residents through the polling process; and
 - b. Transportation Services take the necessary actions to reduce the speed limit from for 40km/h to 30km/h on Brandon Avenue, between Dufferin Street and Lightbourn Avenue, when the speed humps are installed.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Capital Budget	\$7000.00

ISSUE BACKGROUND

Councillor Cesar Palacio, on behalf of an area resident, requested Transportation Services staff to review the feasibility of installing speed humps on Brandon Avenue, between Dufferin Street and Lightbourn Avenue.

COMMENTS

Brandon Avenue, between Dufferin Street and Lightbourn Avenue is a local street operating two-way with a speed limit of 40 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. Some of the other environmental factors are road width, pedestrian facilities and gradient. The proposal was further evaluated under the technical criteria. The following chart outlines the summary:

Brandon Avenue 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	
Dufferin Street to Lightbourn Avenue	Yes (51 km/h)	Yes (2890)	Yes	Yes	Yes

Brandon Avenue, between Dufferin Street and Lightbourn Avenue satisfies the criteria for the installation of speed humps.

Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles. Response times may be slower in the event of an emergency.

According to the City of Toronto Traffic Calming Policy, a formal poll must be conducted of householders directly abutting or flanking a street where the installation of speed humps is proposed. Under this policy, a minimum response of 50 percent plus one ballot must be received of which at least 60 percent of the responding households must be in favour of the installation of speed humps in order to proceed with the installation. Accordingly, the City Clerk will conduct a poll of householders in English, Italian and Portuguese, on Brandon Avenue, between Dufferin Street and Lightbourn Avenue and report the results to the Etobicoke York Community Council. If the poll supports

installation of speed humps, installation would be scheduled based on relative need and competing priorities.

Relative need is determined using a technical screening mechanism to prioritize installation of speed humps based on prevailing conditions such as traffic volume, vehicle speed percentages, speed related collisions, and the presence of schools, parks, seniors residences or bicycle routes. Based on this technical assessment, Brandon Avenue, between Dufferin Street and Lightbourn Avenue, scored 38 ranking points out of a possible 100.

There will be no alterations to existing parking regulations, nor will it affect the number of available parking spaces, and the effects on winter services, street cleaning and garbage collection will 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 have advised emergency services of our intentions, we have not received a formal response. However, Toronto Fire Services provides the following general statement 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

Attachment No 1: Map
Attachment No 2: Appendix "A"

Appendix “A”

Traffic Calming Warrant Criteria Brandon Avenue between Dufferin Street and Lighbourn Avenue

All the following criteria must be met to warrant traffic calming.

Warrant	Criterion	Requirement	Met	Not Met
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street	✓	
Impacts to adjacent streets		If significant impacts are expected on adjacent streets these streets should be included in the proposal	✓	
Warrant 2 Safety Criteria (all three criteria must be fulfilled to satisfy warrant)	2.1 Sidewalks	Continuous sidewalks on at least one side of street (both sides for collector or higher classification) OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered	✓	
	2.2 Road Grade	Traffic calming measures must not be installed at or near locations where road grade exceeds 8% *	✓	
	2.3 Emergency Response	Impacts on Emergency Services will not be significant (as determined in consultation with Fire Ambulance and Police)	✓ (TBD)	
Warrant 3 Technical Requirements	3.1 Minimum Speed	The 85 th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the volume warrant of 3.2 must be fulfilled (3.2 not required if 85 th percentile > 15km/h over speed limit)	✓ 51 km/h	
	3.2 Traffic Volumes	Local Roads Traffic volume must be between 1,000 and 8,000 vehicles per day	✓	2,890 vehicles per day
		Collector Roads Traffic volumes must be between 2,500 and 8,000 vehicles per day		
	3.3 Minimum Block Length	On streets where mid-block traffic calming measures are proposed the minimum block length must exceed 120 metres	✓	
3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant (as determined in consultation with TTC staff)	✓	No TTC	