



STAFF REPORT ACTION REQUIRED

Ellins Avenue – Traffic Calming

Date:	October 31, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services and Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070182-to – AFS6338

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 Ellins Avenue, between Scarlett Road and Jane Street. A staff review has shown that the criteria for the installation of speed humps on Ellins Avenue are not met.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. Traffic calming not be installed on Ellins Avenue, between Scarlett Road and Jane Street.

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 Ellins Avenue, the following financial impact will result:

The estimated cost for installing approximately seven speed humps would be \$21,000.00. This will be accommodated within the funds allocated by City Council as part of the Transportation Capital Budget subject to competing priorities and funding availability.

ISSUE BACKGROUND

Councillor Frances Nunziata, on behalf of area residents, requested Transportation staff to review the feasibility of installing physical traffic calming measures (speed humps) on Ellins Avenue, between Scarlett Road and Jane Street to address concerns with current traffic operations.

COMMENTS

Ellins Avenue is a two-way local roadway that operates between Scarlett Road and Jane Street and has a pavement width of 8.5 metres and a speed limit of 50 km/h.

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, Ellins Avenue does not satisfy the technical requirements. Specifically, the average speed recorded on Ellins Avenue was 37 km/h with an 85th percentile speed of 45 km/h with a daily volume of approximately 855 vehicles. 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 Ellins Avenue, between Scarlett Road and Jane Street.

A review of the Toronto Police Service collision records indicates that over a three year period ending December 31, 2006, no collisions related to speeding were reported on Ellins Avenue, between Scarlett Road and Jane Street.

Given the low volumes of traffic and low incidence of speeding on Ellins Avenue, between Scarlett Road and Jane Street, the installation of speed humps or other traffic calming measures are not technically warranted at this time.

Notwithstanding the staff assessment, if the Etobicoke York Community Council wishes to proceed with installing speed humps on Ellins Avenue, between Scarlett Road and Jane Street, 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 Ellins Avenue, between Scarlett Road and Jane Street 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 Ellins Avenue, between Scarlett Road and Jane Street, 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 50 km/h to 30 km/h on Ellins Avenue, between Scarlett Road and Jane Street, 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 current City of Toronto traffic-calming policy, the City Clerk (Polling Registry Services) must formally poll householders who are directly affected by the installation of traffic calming measures (speed humps) on Ellins Avenue. Under this policy, the City Clerk (Polling Registry Office) 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 Ellins Avenue, between Scarlett Road and Jane Street and report the results to Etobicoke York Community Council. If the poll supports installing speed humps on Ellins Avenue, between Scarlett Road and Jane Street, 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, Ellins Avenue scored 13 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

Roman Oleksij, Supervisor, Traffic Operations - Etobicoke York District

Phone: 416-392-7892; Fax: 416-394-8942

Email: roleksij@toronto.ca

SIGNATURE

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

ATTACHMENTS

Appendix A

Attachment No. 1: Map

Appendix A

Traffic Calming Warrant Criteria Ellins Avenue between Scarlett Road and Jane Street

Warrant	Criterion	Requirement	Met/Not Met	
Warrant 1 Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. OR A direct request from the Ward Councillor.	Met – direct request from Ward Councillor	
		Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.		
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met –there should be no traffic spill-over to other streets given the configuration of streets in the area	
Warrant 2 Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)	2.1 sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). OR Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	Met – continuous sidewalk on both sides of Ellins Avenue	
	2.2 Road Grade	Road grade 5% or less OR Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Met – Road grade of Ellins Avenue is less than 8%	
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	Not Met – General objections from Toronto Fire, Ambulance and Police	
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th percentile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. OR On streets where the 85 th percentile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.	Not Met – Speed studies show 85 th percentile as 45 km/h	
	3.2 Min. and Max. Traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day	Not Met – Local with approximately 855 Veh/day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		Met – Street segments exceed 120 metres
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)		Met – No TTC service