



STAFF REPORT ACTION REQUIRED

Brooklyn Avenue – Traffic Calming

Date:	March 5, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto - Danforth, Ward 30
Reference Number:	Ts07065te.top.doc

SUMMARY

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to reduce the operating speed of Brooklyn Avenue, between Queen Street East and Dundas Street East.

Our assessment indicates the operating speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Brooklyn Avenue at this time.

RECOMMENDATIONS

Transportation Services recommends to Toronto and East York Community Council that:

1. traffic calming not be installed on Brooklyn Avenue, between Queen Street East and Dundas Street East.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Brooklyn Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing four speed humps would be \$12,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic-calming initiatives. Installing speed humps on Brooklyn Avenue would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Paula Fletcher, Transportation Services staff studied Brooklyn Avenue to determine whether traffic-calming devices would address concerns with current traffic operations.

COMMENTS

Brooklyn Avenue is a local street operating one-way northbound between Queen Street East and Dundas Street East, with a posted speed limit of 40 km/h and a pavement width of 7.3 metres. It has sidewalks on both sides of the roadway and the road grade is less than eight percent. Accordingly, we further considered the need for traffic-calming measures against the City of Toronto Traffic Calming Policy.

Analysis

Transportation Services staff have reviewed Toronto Police Service collision records for a three-year period ending August 10, 2006. We found two collisions on Brooklyn Avenue. These collisions did not involve speeding vehicles.

Vehicle speeds and traffic volume are the prime criteria for installing traffic-calming devices. Other factors, including road width, pedestrian facilities and gradient are also considered in this assessment.

Brooklyn Avenue does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 49 km/h is below the minimum of 10 km/h over the posted speed limit that the traffic calming policy requires. Also, the average daily volume of 575 vehicles per day is less than the required minimum of 1,000 vehicles per day. Therefore, installing speed humps on Brooklyn Avenue is not warranted at this time.

Appendix A outlines the assessment of the technical criteria in more detail.

Alternate recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Brooklyn Avenue would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Paula Fletcher to develop a speed hump plan;

2. Transportation Services poll eligible householders on Brooklyn Avenue, between Queen Street East and Dundas Street East 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 Brooklyn Avenue, between Queen Street East and Dundas Street East, for traffic-calming purposes, generally as the speed hump plan that Transportation Services circulated to residents during the polling process shows; and
 - (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Brooklyn Avenue, between Queen Street East and Dundas Street East, when the speed humps are installed.

Conduct poll

The City of Toronto Traffic Calming Policy stipulates householders who would be directly affected by installing speed humps on Brooklyn Avenue must be formally polled. A minimum response of 50 percent plus one ballot is established, of which at least 60 percent of the responding households must be in favour of installing speed humps in order to proceed with the installation. Accordingly, subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll householders on Brooklyn Avenue and would report the results to Councillor Fletcher. If the poll supports speed humps on Brooklyn Avenue, Transportation Services staff would schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and the priority of installing speed humps is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Brooklyn Avenue scored 24 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.

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.

Emergency Services Comments

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. We have consulted with emergency services and Toronto Fire Services has written a letter dated November 27, 2006 outlining their concerns regarding the installation of speed humps on Brooklyn Avenue, which is included in this report as Appendix B.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services

ATTACHMENTS

Appendix A - Table 1: Traffic Calming Warrant Criteria
Appendix B - Letter from Toronto Fire Service dated November 27, 2006

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