



**STAFF REPORT  
ACTION REQUIRED**

**Brock Avenue – Traffic Calming**

<b>Date:</b>	May 14, 2007
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Davenport, Ward 18
<b>Reference Number:</b>	Ts07125te.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 address residents’ concerns with the speed of traffic on Brock Avenue, between College Street and Bloor Street West.

Our assessment indicates the speeds on Brock Avenue are already at a level to which traffic calming is designed to lower speeds. Therefore, speed humps should not be installed on Brock Avenue at this time.

**RECOMMENDATIONS**

---

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

1. traffic calming not be installed on Brock Avenue, between College Street and Bloor Street West.

**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 Brock Avenue would be beneficial, the following financial impact will result:

1. The estimated cost for installing eight speed humps would be \$24,000.00. Funds in the amount of \$750,000.00 have been allocated in the Transportation Services 2007 Capital Budget for traffic calming initiatives. Installing speed humps on Brock Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Adam Giambrone, Transportation Services studied Brock Avenue between College Street and Bloor Street West to determine whether traffic calming devices would address concerns with current traffic operations.

## **COMMENTS**

Brock Avenue, between College Street and Bloor Street West, is a collector street that operates two-way with a legal speed limit of 40 km/h and a pavement width of 8.5 metres. There is no TTC service on this street.

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 the assessment.

Toronto Police Service collision records indicate that no collisions were reported on Brock Avenue involving speeding during the three-year period ending December 31, 2006.

Brock Avenue, between College Street and Bloor Street West does not meet all the criteria for installing traffic calming devices. Specifically, the operating speed of 43 km/h is less than the required 10km/h over the posted speed limit. The average speed recorded on Brock Avenue was in the range between 30 and 36 km/h. Therefore, installing speed humps on Brock Avenue, between College Street and Brock Avenue West, is not warranted.

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

## **Alternate recommendations**

If, despite the findings above, the Toronto and East York Community Council determines that installing speed humps on Brock Avenue, between College Street and Bloor Street West would be beneficial, it may approve the following:

1. Transportation Services poll eligible householders on Brock Avenue, between College Street and Bloor Street West, to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy; and
2. subject to favourable results of the poll;
  - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Brock Avenue, between College Street and Bloor Street West, 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 Brock

Avenue, between College Street and Bloor Street West, 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 Brock 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 Brock Avenue, and would report the results to Councillor Giambrone. If the poll supports installing speed humps on Brock 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. Brock Avenue between College Street and Bloor Street West scored 33 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.

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. At this time we have not consulted with emergency services, 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**

Stephen C. Brown, Traffic Engineer/Planner  
Traffic Operations, Toronto and East York District  
Phone: (416) 392-5202  
Fax: (416) 392-1920  
E-mail: sbrown1@toronto.ca

## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing No. 421F-8812, dated May 2007  
Appendix A - Traffic Calming Warrant Criteria

P:\2007\Cluster B\TRA\Toronto and East York\top\ts07125te.top.doc – cag