



**STAFF REPORT  
ACTION REQUIRED**

**Hickson Street, between Brock Avenue and St. Clarens Avenue – Feasibility of Installing Traffic Calming Devices**

<b>Date:</b>	January 2, 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>	Ts07028tey.top.doc

**SUMMARY**

Transportation Services staff have investigated the feasibility of installing traffic calming devices to reduce the operating speed of Hickson Street, between Brock Avenue and St. Clarens Avenue.

Based on recent traffic studies, the operating speed of the street is already below a level which would benefit from installing traffic calming devices. Therefore, the installation of speed humps on this section of Hickson Street is not recommended at this time.

**RECOMMENDATIONS**

**Transportation Services recommends that:**

1. Traffic calming devices not be installed on Hickson Street, between Brock Avenue and St. Clarens Avenue.

**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 Hickson Street, the following financial impact will result:

1. The estimated cost for installing two 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 Hickson Street would be subject to competing priorities and funding availability.

## **DECISION HISTORY**

City Council, at its meeting of September 25, 26 and 27, 2006, in adopting Motion J(41), authorized a traffic study on Hickson Street, between Brock Avenue and St. Clarens Avenue, and requested Transportation Services to report to the next meeting of Toronto and East York Community Council on the results of the study with a recommendation as to whether or not speed hump polling should be conducted.

## **COMMENTS**

Hickson Street, between Brock Avenue and St. Clarens Avenue, is classified as a local street operating one-way (westbound) with a posted speed limit of 40 km/h and a pavement width varying between 5.5 metres and 6.1 metres.

Toronto Police Service collision records for a three-year period ending November 30<sup>th</sup>, 2006, indicate one collision on this section of Hickson Street. This collision can not be attributed to speeding.

We have assessed this section of Hickson Street against the City of Toronto's Traffic calming Policy. According to the policy guidelines, vehicle speeds and traffic volume are the prime criteria for installing traffic calming devices. Other environmental factors, such as road width, pedestrian facilities and gradient are also considered. The subject section of Hickson Street was evaluated for safety and was found to have sidewalks on both sides of the roadway and that the road grade is less than eight percent. Because the basic criteria were met, further consideration of speed humps was continued. The proposal was further evaluated under the technical criteria, with the results summarized in Appendix A.

Based on Transportation Services' assessment, Hickson Street, between Brock Avenue and St. Clarens Avenue, does not meet all the criteria of the traffic calming policy for installing traffic calming devices. Specifically, the traffic calming policy states that speed humps should not be considered on a street carrying less than 1,000 vehicles per day unless the operating speed is greater than 55 km/h, or if there is evidence of an excessive speeding problem. The study indicated an average daily volume of 352 vehicles with an operating speed of 34 km/h. Therefore, under the requirements of the traffic calming policy, installing speed humps on Hickson Street, between Brock Avenue and St. Clarens Avenue, is not warranted.

## **Alternate recommendations**

Even though the results of the study were not favourable, if the Toronto and East York Community Council wishes to proceed with installing speed humps on Hickson Street, between Brock Avenue and St. Clarens Avenue, it must recommend that:

1. Transportation Services staff be authorized to develop a speed hump plan in consultation with the Ward Councillor;
2. eligible householders on Hickson Street, between Brock Avenue and St. Clarens Avenue be polled to determine whether residents support the installation, and

- consultation with emergency services, be undertaken 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 Hickson Street, between Brock Avenue and St. Clarens Avenue, for traffic calming purposes, generally as the speed hump plan that Transportation Services staff circulated to residents during the polling process shows; and
    - (b) the speed limit be reduced from forty kilometres per hour to thirty kilometres per hour on Hickson Street, between Brock Avenue and St. Clarens Avenue, at the same time as 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.

### **Conduct poll**

In accordance with the provisions of the City of Toronto traffic calming policy, householders who would be directly affected by installing speed humps on this section of Hickson Street must be formally polled. Under this policy, a minimum response of 50 percent plus one ballot must be achieved, 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 a favourable poll supporting speed humps on Hickson Street, between Brock Avenue and St. Clarens Avenue Transportation Services staff would schedule installation based on relative need and competing priorities.

Should the residents of Hickson Street be in favour of the speed hump proposal, we applied the traffic calming ranking criteria for the purpose of setting priorities for the installation, 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, Hickson Street scored 3 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. 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**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
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## **ATTACHMENTS**

Appendix “A” – Table 1: Traffic Calming Warrant Criteria

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