

## **Habitant Drive – Traffic Calming**

<b>Date:</b>	January 17, 2008
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 7 – York West
<b>Reference Number:</b>	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080014

### **SUMMARY**

This staff report is about a matter for which 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 Habitant Drive. A staff assessment has shown that the criteria for the installation of speed humps are met for the section of Habitant Drive between Bradstock Road and Imogene Avenue.

### **RECOMMENDATIONS**

**Transportation Services recommends that Etobicoke York Community Council:**

1. Authorize the City Clerk to conduct a poll of eligible householders in English, Italian and Punjabi, on Habitant Drive between Bradstock Road and Imogene Avenue, to determine 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 sections of the roadway on Habitant Drive between Bradstock Road and Imogene Avenue, for traffic calming purposes, generally as shown on the attached print Drawing No. EY07-359, dated December 2007 and circulated to residents through the polling process;

- b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Habitant Drive between Bradstock Road and Imogene Avenue when the speed humps are installed.

**Financial Impact**

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Capital Budget	\$12,000.00

**ISSUE BACKGROUND**

A petition was received by Transportation Services staff, via the office of Councillor Giorgio Mammoliti, Ward 7, York West. This petition represented residents living in the area of Habitant Drive between Bradstock Road and Imogene Avenue and requested either additional all-way stops on Habitant Drive, specifically at Calm Court and/or Bradstock Road or any other traffic calming measures.

**COMMENTS**

Habitant Drive is a two lane local road located east of Weston Road and north of Sheppard Avenue West and is built to urban standards including sidewalk on the east side. A 40 km/h speed limit is currently posted on the portion of Habitant Drive between Bradstock Road and Imogene Avenue. The remaining section of Habitant Drive from Imogene Avenue to Weston Road has a legal speed limit of 50 km/h. An all-way stop is located on Habitant Drive at Imogene Avenue. In addition, four pinch points are located on Habitant Drive between Bradstock Road and Imogene Avenue (within the 40 km/h section).

Results of turning movement counts conducted at the intersections of Habitant Drive and Bradstock Road, and Habitant Drive and Calm Court were applied to the all-way stop control warrant adopted by Toronto City Council. Our study results are summarized in Appendix A – Table 2 and Table 3. The technical warrants for the installation of an all-way stop control are not met in this instance at either intersection and no conflicts were observed during our investigation.

We also 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 – Table 1 attached.

As part of our investigation, speed and volume studies were conducted on Habitant Drive between Bradstock Road and Imogene Avenue (within the 40 km/h section). Our speed studies revealed an 85<sup>th</sup> percentile speed (the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions) of 52 km/h. The 24 hour volume is 1,771.

Application of study data to the Traffic Calming Warrant, adopted by Toronto City Council, determined that traffic characteristics on Habitant Drive between Bradstock Road and Imogene Avenue do satisfy the criteria to warrant traffic calming. A map of the speed hump locations is Attachment No. 2.

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 City of Toronto Traffic Calming Policy, the City Clerk must formally poll householders who would be directly affected by installing speed humps on this section of Habitant Drive. Under this policy, we must receive a minimum response of 50 percent plus one ballot, of which at least 60 percent of the households that respond must be in favour of installing speed humps. Then staff can proceed with the installation. Accordingly, subject to approval by Council of the recommendations outlined above, the City Clerk would poll householders on Habitant Drive between Bradstock Road and Imogene Avenue. If the poll supports installing speed humps on this portion of street, Transportation Services staff will schedule installation according to relative need and competing priorities.

Transportation staff use a method to determine relative need and to prioritize installing speed humps, 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 review, Habitant Drive scored 31 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 traffic calming proposals do 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**

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## **SIGNATURE**

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

## **ATTACHMENTS**

Attachment No. 1: Appendix A – Table 1, Table 2, Table 3  
Attachment No. 2: Map

## Appendix A – Table 1

### Traffic Calming Warrant Criteria

Habitant Drive between Bradstock Road and Imogene Avenue

Warrant	Criterion	Requirement	Met/Not Met
<b>Warrant 1</b> Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. <b>OR</b> A direct request from the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met</b> – petition
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met</b> –there should be no traffic spill-over to other streets given the configuration of streets in the area
<b>Warrant 2</b> 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). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	<b>Met</b> – continuous sidewalk on one side of Habitant Drive
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	<b>Met</b> – Road grade 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.	General objections from Toronto Fire, Ambulance and Police
<b>Warrant 3</b> Technical Requirements  (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 <sup>th</sup> 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. <b>OR</b> On streets where the 85 <sup>th</sup> 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.	<b>Met</b> – Speed studies show 85 <sup>th</sup> percentile as 52 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
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	<b>Met</b> – Street segments exceeds 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)	<b>Met</b> – No TTC service

## APPENDIX A – Table 2

### Warrants for All-way “Stop” Sign Control

Study location: Bradstock Road and Habitant Drive

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	471	93	83/17
Warrant Requirements for Study Period Average for Collector Road	$\geq 375$	$\geq 150$	$\geq 30/70$ or $\leq 70/30$

## APPENDIX A – Table 3

### Warrants for All-way “Stop” Sign Control

Study location: Habitant Drive and Calm Court

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	149	35	81/19
Warrant Requirements for Study Period Average for Local Road	$\geq 250$	$\geq 100$	$\geq 30/70$ or $\leq 70/30$

To warrant the installation of an all-way stop control, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations:

1. “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”  
or
2. “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-Major/Minor Roads”