



STAFF REPORT ACTION REQUIRED

McRoberts Avenue – Installation of Speed Humps

Date:	March 3, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services and Etobicoke York District
Wards:	Ward 17 – Davenport
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080038-to – AFS7271

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 McRoberts Avenue, between Eglinton Avenue West and Summit Avenue. A staff assessment has shown that the criteria for the installation of speed humps on McRoberts Avenue are met.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. The City Clerk (Polling Registry Services) be authorized to conduct a poll of eligible householders in English, Italian and Portuguese, on McRoberts Avenue, between Eglinton Avenue West and Summit Avenue, to determine resident support for the proposed speed hump plan, in accordance with the City of Toronto traffic calming Policy;
2. That subject to favourable results of the poll;
 - a. The City Solicitor prepare a by-law to alter sections of the roadway on McRoberts Avenue, between Eglinton Avenue West and Summit Avenue, for traffic calming purposes, generally as shown on attached drawing No. EY08-46, dated March 2008.
 - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on McRoberts Avenue, between Eglinton Avenue West and Summit Avenue when the speed humps are installed.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$21,000.00

ISSUE BACKGROUND

Councillor Cesar Palacio, on behalf of an area residents, requested Transportation Services staff to review the feasibility of installing physical traffic calming measures (speed humps) on McRoberts Avenue, between Eglinton Avenue West and Summit Avenue.

COMMENTS

McRoberts Avenue, between Eglinton Avenue West and Summit Avenue, is a local roadway operating two-way with a posted speed limit of 40 km/h and a road width of 8.5 metres.

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, McRoberts Avenue, between Eglinton Avenue West and Summit Avenue, satisfies the criteria as set out in the traffic calming policy for the installation of traffic calming devices.

Accordingly, based on the data collected and evaluated against the warrants for the installation of traffic calming measures, the installation of speed humps is recommended on McRoberts Avenue, between Eglinton Avenue West and Summit Avenue.

A review of the Toronto Police Service collision records indicates that between January 1, 2003 and December 31, 2005, no collisions attributed to speeding were reported on McRoberts Avenue, between Eglinton Avenue West and Summit Avenue.

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 McRoberts Avenue. Under this policy, Transportation Services staff 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 McRoberts Avenue, and report the results to Councillor Di Giorgio. If the poll supports installing speed humps on McRoberts Avenue, Transportation Services staff will schedule installation according to relative need and competing priorities.

Transportation staff uses 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, senior residences or bicycle routes. Based on this technical review, McRoberts Avenue scored 21 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

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SIGNATURE

John Niedra, P.Eng., Director
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ATTACHMENTS

Attachment No 1: Appendix A

Attachment No 2: Map

Appendix A

Traffic Calming Warrant Criteria

McRoberts Avenue between Eglinton Avenue West and Summit Avenue

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 sidewalks on McRoberts 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 McRoberts Avenue 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.	Met – Speed studies show 85 th percentile as 50 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	Met – Local with approximately 1600 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