



STAFF REPORT ACTION REQUIRED

Traffic Calming - Fairfield Road

Date:	July 29, 2008
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	St. Paul's, Ward 22 and Don Valley West, Ward 25
Reference Number:	pw08125te.top.doc

SUMMARY

This staff report is about a matter on a boundary road affecting more than one Community Council.

Transportation Services has investigated installing speed humps on Fairfield Road, between Rawlinson Avenue and Cardiff Road to address residents' concerns with the speed of traffic.

Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has not been met. Therefore, installation of speed humps on Fairfield Road is not recommended.

RECOMMENDATION

Transportation Services recommends that City Council:

1. Not authorize installation of speed humps on Fairfield Road, between Rawlinson Avenue and Cardiff Road.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, City Council decides speed humps on Fairfield Road, between Rawlinson Avenue and Cardiff Road would be beneficial, the following financial impact will result:

- the estimated cost for installing 5 speed humps would be \$15,000.00. Funds in the amount of \$265,000.00 have been allocated in the Transportation Services 2008 Capital Budget for traffic calming initiatives. Installing speed humps on Fairfield Road is subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Michael Walker, and in consultation with Councillor Cliff Jenkins, Transportation Services investigated Fairfield Road, between Rawlinson Avenue and Cardiff Road to determine whether installation of speed humps is justified to address concerns with current traffic operations.

COMMENTS

Fairfield Road, between Rawlinson Avenue and Cardiff Road, is a local street operating two-way with a posted speed limit of 40 km/h and a pavement width of 8.5 metres. Sidewalks are not provided on either side of the street and there is no TTC service. The westerly section and entire south side of Fairfield Road are in St. Paul's, Ward 22, while the easterly north side of the street is in Don Valley West, Ward 25.

Analysis

The Toronto Police Service collision records indicate that no speed-related collisions have been reported on Fairfield Road for a three-year period ending June 30, 2007.

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.

Fairfield Road, between Rawlinson Avenue and Cardiff Road does not meet the following criteria stipulated in the City of Toronto's Traffic Calming Policy for installing speed humps. Specifically:

- the operating speed of 41 km/h is less than the required 10 km/h over the warranted 40 km/h speed limit. In addition, the average speed recorded on Fairfield Road was 31 km/h;
- the volume of traffic is about 390 vehicles, which is less than the minimum threshold of 1000 vehicles a day; and
- no sidewalks are present on either side of the roadway. A sidewalk is required on at least one side of the roadway.

Therefore, installing speed humps on Fairfield Road, between Rawlinson Avenue and Cardiff Road, is not technically warranted or recommended.

Both Councillors Walker and Jenkins were advised of staff's findings. Appendix A outlines the assessment of the technical criteria in more detail.

Alternate recommendations

If, despite the findings above, City Council determines that installing speed humps on Fairfield Road, between Rawlinson Avenue and Cardiff Road would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Fairfield Road, between Rawlinson Avenue and Cardiff Road to determine whether residents support the installation of speed humps, 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 Fairfield Road, between Rawlinson Avenue and Cardiff Road for traffic calming purposes, generally as shown on the copy of Drawing No. 421F-9187, dated January 2008 that Transportation Services circulated to residents during the polling process; and
 - (b) Transportation Services take the necessary action to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Fairfield Road, between Rawlinson Avenue and Cardiff Road, when the speed humps are installed.

Conduct poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on Fairfield Road must be formally polled. A minimum response of 50 percent plus one ballot is required, of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. Subject to approval by City Council of the alternate recommendations outlined above, Transportation Services would poll eligible residents on Fairfield, between Rawlinson Avenue and Cardiff Road. If the poll supports speed humps, Transportation Services would schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and priority of speed hump installation 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. Fairfield Road, between Rawlinson Avenue and Cardiff Road scored 9 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

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 emergency operations. Staff has consulted with emergency services and been advised by the Toronto Fire Service, in a letter dated January 10, 2008 (Appendix B, attached), that they oppose installation of speed humps on Fairfield Road, as they will slow responding vehicles and affect their ability to deliver service in the quickest possible manner. Further, Toronto Emergency Medical Services, in a letter dated January 25, 2008 (Appendix C, attached), have indicated that they do not support this traffic calming measure, as it will effect their response times and could prove detrimental to the medical conditions of some patients. No specific comments have been received from the Toronto Police Service at this time.

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SIGNATURE

Gary Welsh, P.Eng.
General Manager, Transportation Services

ATTACHMENTS

Drawing No. 421F-9187, dated January 2008
Appendix A - Table 1: Traffic Calming Warrant Criteria
Appendix B – Letter from Fire Services
Appendix C – Letter From Emergency Medical Services

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