

Burnhamthorpe Crescent – Traffic Calming

Date:	January 5, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090018-to

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 Burnhamthorpe Crescent.

A staff assessment has determined that the criteria for the installation of speed humps are achieved for the section of Burnhamthorpe Crescent, between Dundas Street West and Burnhamthorpe Road, in that the findings are consistent with the Traffic Calming Policy.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Authorizing the City Clerk to conduct a poll of eligible householders, on Burnhamthorpe Crescent, between Dundas Street West and Burnhamthorpe Road, 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 Burnhamthorpe Crescent, between Dundas Street West and Burnhamthorpe Road, for traffic calming purposes, generally as shown on the attached Drawing No. EY-301, dated December 2008 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 Burnhamthorpe Crescent, between Dundas Street West and Burnhamthorpe Road 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

As a result of a petition from residents of Burnhamthorpe Crescent, submitted to Councillor Peter Milczyn, Transportation Services staff investigated the feasibility of installing traffic calming (speed humps) on Burnhamthorpe Crescent, between Dundas Street West and Burnhamthorpe Road to address concerns with current traffic conditions. A map of the area is shown on Attachment No. 1.

COMMENTS

Burnhamthorpe Crescent is classified as a collector road located in the residential community west of Islington Avenue and north of Dundas Street West; operating as a two-way road between Dundas Street West and a point 87 metres to the west, and one-way (westbound) between a point 87 metres west of Dundas Street West and Burnhamthorpe Road. The posted speed limit on Burnhamthorpe Crescent is 40 km/h.

A sidewalk is located on the south side of the road.

As part of our investigation, speed and volume studies were conducted on Burnhamthorpe Crescent, between Dundas Street West and Burnhamthorpe Road. Our speed studies revealed an 85th percentile speed (the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions) of 50 km/h. The 24-hour volume is approximately 3,900.

We assessed the subject road conditions to 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. Application of the study data to the Traffic Claming Warrant revealed that Burnhamthorpe Crescent satisfies the minimum criteria for the installation of speed humps.

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 Burnhamthorpe Crescent. 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. Staff can then proceed with the installation. Accordingly, subject to approval by Council of the recommendations outlined above, the City Clerk would poll householders on Burnhamthorpe Crescent between Dundas Street West and Burnhamthorpe Road. 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.

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

John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix "A" Traffic Calming Warrant Criteria Table – Burnhamthorpe Crescent
Attachment No. 1: Map - Proposed Speed Hump Location Plan

Appendix A – Table 1

Traffic Calming Warrant Criteria

Burnhamthorpe Crescent, between Dundas Street West and Burnhamthorpe Road

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 – petition
		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 sidewalk on south side of Burnhamthorpe Cres.
	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 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
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
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	
	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 – Collector with approximately 3,900 Veh/day
			Met – Street segments exceeds 120 metres
			Met – No TTC service