



**STAFF REPORT
ACTION REQUIRED**

Traffic Calming – Bridgman Avenue

Date:	April 22, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	St. Paul’s, Ward 21
Reference Number:	Ts09078te.top.doc

SUMMARY

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision.

Transportation Services has investigated installing speed humps on Bridgman Avenue, between Bathurst Street and Kendal Avenue, 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 Bridgman Avenue is not recommended.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Not authorize installation of speed humps on Bridgman Avenue, between Bathurst Street and Kendal Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Bridgman Avenue, between Bathurst Street and Kendal Avenue, would be beneficial, the following financial impact will result:

1. The estimated cost for installing five speed humps would be \$15,000.00. Funds in the amount of \$410,000.00 are contained in the Transportation Services 2009

Capital Budget for traffic calming initiatives. Installing speed humps on Bridgman Avenue is subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Joe Mihevc, Transportation Services investigated Bridgman Avenue, between Bathurst Street and Kendal Avenue, to determine whether the installation of speed humps is justified to address concerns with current traffic operations.

COMMENTS

Bridgman Avenue, between Bathurst Street and Kendal Avenue, is a collector roadway that operates two-way. It has a daily traffic volume of approximately 1200-1500 vehicles and a speed limit of 40 km/h. Sidewalks are provided on both sides of the roadway. There is no TTC service on this street.

Analysis

A review of the Toronto Police Service collision records revealed that there were four collisions reported on this section of Bridgman Avenue, for a three-year period ending January 31, 2009. None of these collisions could have been attributed to speeding.

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.

Bridgman Avenue, between Bathurst Street and Kendal Avenue, does not meet the criteria stipulated in the City of Toronto's Traffic Calming Policy for installing speed humps. Specifically, the operating speed recorded on Bridgman Avenue was 38 km/h. This is less than the required 10 km/h over the warranted (40 km/h) speed limit. Also, the vehicular volume recorded was 1200-1500 vehicles, which is less than the minimum threshold of 2500 vehicles per day.

Installing speed humps on Bridgman Avenue, between Bathurst Street and Kendal Avenue, is not technically warranted or recommended.

Appendix A outlines the assessment of the technical criteria in more detail.

Alternate Recommendations

If, despite the findings above, the Toronto and East York Community Council determines that installing speed humps on Bridgman Avenue, between Bathurst Street and Kendal Avenue, would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Bridgman Avenue, between Bathurst Street and Kendal Avenue, 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 a section of the roadway on Bridgman Avenue, between Bathurst Street and Kendal Avenue, for traffic calming purposes, generally as shown on the attached copy of Drawing No. 421F-9606, dated April 2009; and
- (b) Transportation Services take the necessary action to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Bridgman Avenue, between Bathurst Street and Kendal Avenue, 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 Bridgman Avenue 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 Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll eligible residents on Bridgman Avenue, between Bathurst Street and Kendal Avenue. 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. Bridgman Avenue, between Bathurst Street and Kendal Avenue, scored 0 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 their operations. We have advised emergency services that the subject location is being considered for the installation of traffic calming. Attached is a copy of a letter dated April 1, 2009, from Toronto Fire Services, in which they oppose the proposed speed hump installation. We have not received any other comments back at this time.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

LIST OF ATTACHMENTS

- (1) Drawing No. 421F-9606, dated April 2009
- (2) Appendix A - Table 1: Traffic Calming Warrant Criteria
- (3) Appendix B – Letter dated April 1, 2009 from Toronto Fire Services

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