



STAFF REPORT ACTION REQUIRED

Traffic Calming – Bowmore Road, between Gerrard Street East and Wrenson Road

Date:	August 14, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches – East York, Ward 32
Reference Number:	Ts09128te.top.doc

SUMMARY

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

Transportation Services staff have reviewed whether traffic calming is warranted on Bowmore Road, between Gerrard Street East and Wrenson Road. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied, therefore, speed humps are not recommended on Bowmore Road at this time.

RECOMMENDATIONS

Transportation Services recommends to Toronto and East York Community Council that:

1. Traffic calming not be installed on Bowmore Road, between Gerrard Street East and Wrenson Road.

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 Bowmore Road, between Gerrard Street East and Wrenson Road, would be beneficial, the following financial impact will result:

1. The estimated cost for installing four speed humps would be \$12,000.00. Funds in the amount of \$410,000.00 have been allocated in the Transportation Services 2009 Capital Budget for traffic calming initiatives. Installing speed humps on Bowmore Road would be subject to competing priorities and funding availability.

DECISION HISTORY

In 2001, Transportation Services reported to City Council recommending traffic calming not be installed on this section of Bowmore Road. However, City Council adopted alternate recommendations to install speed humps, subject to the favourable polling of residents (Clause No. 51 of Report No. 8 of November 6, 7 and 8, 2001 Toronto and East York Community Council). The poll results were negative and speed humps were not installed (Clause No. 2 of Report No. 8 of June 18, 19 and 20, 2002 Toronto and East York Community Council).

ISSUE BACKGROUND

At the request of Councillor Sandra Bussin, Transportation Services staff again reviewed the need for traffic calming on Bowmore Road, between Gerrard Street East and Wrenson Road.

COMMENTS

Bowmore Road, between Gerrard Street East and Wrenson Road, is an 8.5 metre wide, two-way, north/south local road with a posted speed limit of 40 km/h. Bowmore Road intersects Gerrard Street East to form the south leg of a T-type signalized intersection, midway between Coxwell and Woodbine Avenues. Fairmont Crescent intersects Bowmore Road 94 metres south of Gerrard Street East to form an all-way stop-controlled intersection. Bowmore Road Public School is located on the west side of the road, close to Wrenson Road. There is no TTC service on Bowmore Road.

Analysis

Traffic Calming

We reviewed the Toronto Police Service collision records for the three-year period ending December 31, 2008 and found that four collisions were reported on Bowmore Road, between Gerrard Street East and Wrenson Road. None of the collisions involved a motorist speeding. One collision involved a 10 year-old pedestrian who stepped out from behind a stopped school bus and was struck by a northbound motorist. The pedestrian sustained minor injuries and the motorist was not charged.

Vehicle speeds and traffic volume are the prime criteria for installing traffic calming devices and other factors, including road width, pedestrian facilities and gradient are also considered in the assessment. Transportation Services has updated the assessment of Bowmore Road in the current review.

Bowmore Road, between Gerrard Street East and Wrenson Road, does not meet the criteria for installing traffic-calming devices. Specifically, the operating speed of 37 km/h is below the minimum of 10 km/h over the posted speed limit and the daily volume of 800 vehicles per day is less than the required minimum 1000 vehicles per day. Also, the distance between stop controls at Gerrard Street East and Fairmont Crescent is only 94 metres. This distance is less than the required 120 metres between stop controls.

Installing speed humps on Bowmore Road, between Gerrard Street East and Wrenson Road, is not technically justified.

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

Alternate recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Bowmore Road, between Gerrard Street East and Wrenson Road, would be beneficial, it may approve the following:

1. Transportation Services poll eligible householders on Bowmore Road, between Gerrard Street East and Wrenson Road, to determine whether residents support the installation, 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 Bowmore Road, between Gerrard Street East and Wrenson Road, for traffic calming purposes, generally as the speed hump plan that Transportation Services circulates to residents during the polling process shows; and
 - (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Bowmore Road, between Gerrard Street East and Wrenson 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 this section of Bowmore Road must be formally polled. Sufficient time has passed since the previous poll for traffic calming on Bowmore Road to allow for re-polling of residents. The speed hump plan (attached Drawing No. 421F-6244) developed for the previous poll is still valid and will be reused. A minimum response of 50 percent plus one ballot is established, of which at least 60 percent of the respondents must be in favour of installing speed humps in order to proceed with the installation. Accordingly, subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll eligible residents on this section of Bowmore Road. If the poll supports speed humps on Bowmore Road, Transportation Services staff would schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and the 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. Bowmore Road scored 18 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.

Speed humps would 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. At this time we have consulted with emergency services but have not received any specific comments at this time. 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

Peter Noehammer, P.Eng.
Director, Transportation Services

LIST OF ATTACHMENTS

- (1) Drawing No. 421F-6244, dated October 2001
- (2) Appendix “A” - Table 1: Traffic Calming Warrant Criteria

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