



## STAFF REPORT ACTION REQUIRED

### Jasper Avenue – Traffic Calming

<b>Date:</b>	December 1, 2009
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services and Etobicoke York District
<b>Wards:</b>	Ward 11 – York-South Weston
<b>Reference Number:</b>	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100016-to

#### SUMMARY

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

The purpose of this report is to summarise the findings of a study to determine the need for speed humps on Jasper Avenue, between Weston Road and the west limit of the street. The study shows the criteria for installing speed humps on Jasper Avenue are not met.

#### RECOMMENDATIONS

**Transportation Services recommends to Etobicoke York Community Council that:**

1. Traffic calming not be installed on Jasper Avenue, between Weston Road and the west limit of the street.

#### Financial Impact

The adoption of the above noted recommendation will not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on this section of Jasper Avenue, the following financial impact will result:

The estimated cost for installing approximately five speed humps will be \$15,000.00. This will be accommodated within the funds allocated by City Council as part of the Transportation Capital Budget, subject to competing priorities and funding availability.

## ISSUE BACKGROUND

Councillor Frances Nunziata, on behalf of area residents, submitted a petition requesting that Transportation Services staff review the possibility of installing physical traffic calming measures on Jasper Avenue, between Weston Road and the west limit of the street, to address concerns with speeding.

## COMMENTS

Jasper Avenue is a two-lane local road that operates both ways, between Weston Road and the west limit of the street. The pavement width is 7.3 metres. Sidewalks exist on both sides of the road. The posted speed limit is 40 km/h.

We assessed the subject location according to the City of Toronto's Traffic Calming policy. The principle criteria for installing speed humps are vehicle operating speeds and volume. Other environmental factors are also considered, particularly road width, pedestrian facilities and grades. The request was evaluated under each of the three criteria groups (Warrants no. 1, 2 and 3), with the results summarized in Appendix A, attached.

Based on our assessment, Jasper Avenue does not satisfy Warrant 3.1 "Minimum Speed" necessary to satisfy the entire Warrant. Traffic volume and speed data is listed below:

Location: Jasper Avenue, near Langden Avenue						
Count Date: Thursday, December 4, 2008						
Time Period	Eastbound			Westbound		
Thursday, December 4, 2008	Traffic Volume (Veh/Hour)	85 <sup>th</sup> %-tile Speed (km/h)	10 km/h Pace (km/h)	Traffic Volume (Veh/Hour)	85 <sup>th</sup> %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	25	33		41	34	
p.m. Peak Hour	50	35		34	33	
Total 24 Hour	428	32	20-30	489	34	26-35

The 85<sup>th</sup> percentile speed is the vehicle operating speed at or below which 85 per cent of all traffic is moving. Studies show that crash rates are lowest at around the 85<sup>th</sup> percentile speed. The 10 km/h pace speed represents the speed range, ten km/h in this case, containing the highest number of vehicle speed observations.

The 85<sup>th</sup> percentile operating speeds recorded for Jasper Avenue on a typical weekday is at or below 34 km/h. This does not achieve the required minimum speed criteria of Warrant 3.1, and does not indicate the presence of a persistent pattern of excessive or dangerous speeds. Accordingly, we cannot recommend installing speed humps on Jasper Avenue, between Weston Road and the west limit of the street.

However, if the Etobicoke York Community Council wishes to proceed with installing speed humps on Jasper Avenue, between Weston Road and the west limit of the street, we recommend that:

1. The City Clerk (Polling Registry Services) poll eligible householders on Jasper Avenue, between Weston Road and the west limit of the street, to determine if residents support the installation of speed humps, in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable poll results;
  - a. The City Solicitor prepare a by-law to alter sections of the road on Jasper Avenue, between Weston Road and the west limit of the street, for traffic calming purposes, generally as shown on the attached drawing EY-152, dated December 2009, and circulated to residents during the polling process.
  - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Jasper Avenue, between Weston Road and the west limit of the street, when the speed humps are installed.

We emphasize that installing speed humps results in slower operating speeds for all vehicles, including emergency service vehicles, and can result in increased response times in the event of an emergency.

According to the provisions of the current City of Toronto Traffic Calming Policy, the City Clerk (Polling Registry Services) must formally poll householders who are directly affected by installing speed humps on this section of Jasper Avenue. Under this policy, the City Clerk must obtain a minimum response rate of 51 per cent, of which at least 60 per cent of respondents must favour installing speed humps before staff can proceed with the installation.

Subject to approval by Community Council of the recommendations indicated above, the City Clerk will poll householders on Jasper Avenue, and report the results to Etobicoke York Community Council. If the poll supports installing speed humps on Jasper Avenue, between Weston Road and the west limit of the street, Transportation Services staff will schedule the installation based on relative need and competing priorities.

To prioritize installing speed humps relative need is based on traffic volume, vehicle speed percentages, speed related crashes, and the presence of schools, parks, seniors residences or bicycle routes. Based on this technical assessment, Jasper Avenue ranks just 11 points out of a possible 100.

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required 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, in the past, provided the following general statement regarding speed hump installation:

“...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**

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Allan Smithies

Acting Director - Etobicoke York District

## **ATTACHMENTS**

Attachment 1: Appendix A

Attachment 2: Map

## Appendix A

### Traffic Calming Warrant Criteria

#### Jasper Avenue, between Weston Road and the west limit of the street

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. <b>OR</b> A direct request from the Ward Councillor in consultation with the public.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>		Met
Warrant 2  Safety Requirements	2.1  Sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered.		Met
	2.2  Road Grade	Road grade 5% or less. <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.		Met
	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 <sup>th</sup> 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. <b>OR</b> On streets where the 85 <sup>th</sup> 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.		Not Met – Analysis of speed study show 85 <sup>th</sup> percentile speed equals 34 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	Not Met – Local; 917 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
	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.