



STAFF REPORT ACTION REQUIRED

Clouston Avenue – Traffic Calming

Date:	May 20, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100092-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 outline the findings of an investigation to determine the need to install speed humps as a traffic calming measure on Clouston Avenue. A technical assessment has determined that the criteria for installing speed humps have not been met for Clouston Avenue, between Weston Road and Denison Road West.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council:

1. That traffic calming not be implemented on Clouston Avenue, between Weston Road and Denison Road West.

Financial Impact

Adopting the above-noted recommendation does not result in any financial impact; however, if Community Council decides to approve installing traffic calming devices on this section of Clouston Avenue, the following financial impact will result:

1. The estimated cost for installing approximately three speed humps will be \$9,000.00. This can be accommodated within funds allocated by City Council as part of the Transportation Capital Budget, subject to competing priorities and funding availability.

ISSUE BACKGROUND

As a result of a petition from residents of Clouston Avenue, submitted to Councillor Frances Nunziata, Transportation Services staff investigated the feasibility of installing traffic calming devices (speed humps) on Clouston Avenue, between Weston Road and Denison Road West, to address speeding concerns.

COMMENTS

Clouston Avenue is classified as a two-way local road located in the residential community west of Weston Road and south of Lawrence Avenue West. Sidewalks are located on both sides of Clouston Road between Weston Road and Centre Road and on the north side of Clouston Road between Centre Road and Denison Road West.

The posted speed limit on Clouston Avenue is 40 km/h.

Portage Trail Junior Community School exists on the south side of Clouston Avenue, between Denison Road West and Centre Road, although no immediate access to the school exists from Clouston Avenue. This road is scheduled for resurfacing beginning in the late summer of 2010.

We assessed the subject location according to the City of Toronto's Traffic Calming Policy. The principal criteria for installing speed humps are vehicle operating speeds and volume. Other environmental factors are also examined, such as road width, pedestrian facilities and grade. The proposal was evaluated under each of the three criteria (Warrants 1, 2 and 3), with the results summarized in Appendix A.

Based on our assessment, Clouston Avenue does not satisfy Warrant 3.1 and Warrant 3.2 "Minimum Speed" and "Minimum Volume" which are required to satisfy the entire warrant. The following table summarises traffic volume and speed data:

Location: Clouston Avenue, between Weston Road and Denison Road West			
	Eastbound/Westbound		
	Daily Traffic Volume	85 th Percentile Speed (km/h)	10 km/h Pace (km/h)
Total 24 Hour	745	42	31-40

The 24-hour volume is based on the average of two eight-hour counts conducted at Clouston Avenue and Weston Road; and Clouston Avenue at Centre Road. The 85th percentile speed is based on a radar speed study conducted between 2:30 p.m. and 5:00 p.m. on Clouston Avenue.

The 85th percentile speed and 10 km/h pace speed are statistical measures of free-flow vehicular operating speed. The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. Studies show that crash rates are lowest at or around the 85th percentile speed. The 10 km/h pace speed represents the speed range containing the highest number of speed observations.

The combined 85th percentile vehicle speed recorded on Clouston Avenue, on a typical weekday, under prevailing lighting and road surface conditions is 42 km/h. This does not achieve 10km/h over the warranted speed limit criteria described in Warrant 3.1, and does not suggest a significant speeding problem. Accordingly, we cannot recommend installing speed humps on Clouston Avenue, between Weston Road and Denison Road West.

Notwithstanding our recommendation, if Etobicoke York Community Council decides to proceed with installing speed humps on Clouston Avenue, we recommend that:

1. The City Clerk (Polling Registry Services) survey eligible householders in English or any other language specified by Community Council, on Clouston Avenue, between Weston Road and Denison Road West to determine if property owners/occupants support the installation, according to the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the survey;
 - a. The City Solicitor prepare a by-law to alter sections of the road on Clouston Avenue, between Weston Road and Denison Road West, for traffic calming purposes, generally as shown on the attached drawing EY10-052, dated May 2010, 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 Clouston Avenue, Weston Road and Denison Road West, when the speed humps are installed.

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.

The current City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally survey property owners/occupants who are directly affected by installing speed humps on this section of Clouston Avenue. Under the policy, the City Clerk must receive a minimum response rate of 51 percent, of which at least 60 percent of respondents must favour installing speed humps.

Subject to approval by Community Council, according to the recommendations indicated above, the City Clerk will survey property owners/occupants and report the results to Etobicoke York Community Council. If the survey supports installing speed humps on Clouston Avenue, Weston Road and Denison Road West, Transportation Services staff will schedule their installation based on relative need and competing priorities.

Relative need (and to prioritize installing speed humps) 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, Clouston Avenue scored 16 ranking points out of a possible 100.

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. Although we generally advise emergency services of our intentions, we do not always receive a formal response. However, Toronto Fire Services provides 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 vehicles (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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ATTACHMENTS

Appendix A
Attachment 1: Map

Appendix A – Table 1

Traffic Calming Warrant Criteria Clouston Avenue, Weston Road to Denison Road West

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. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.		Met – 48% signed petition
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 sidewalks on at least one side of the street
	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.		Not Met – 42 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 – 745 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 – Street segments exceeds 120 metres
	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