

Nairn Avenue – Traffic Calming

Date:	July 22, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services, Etobicoke York District
Wards:	Ward 17 – Davenport
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100130-tp

SUMMARY

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

This report summarises the results of an investigation into installing speed humps on Nairn Avenue, between Rochdale Avenue and Kitchener Avenue. The staff review shows that the criteria for installing speed humps are not satisfied.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. Traffic calming not be installed on Nairn Avenue, between Rochdale Avenue and Kitchener Avenue.

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 Nairn Avenue, the following financial impact will result:

1. The estimated cost for installing approximately two speed humps will be \$6,000.00. 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

A petition was submitted to Councillor Cesar Palacio, asking Transportation Services to install physical traffic calming measures (speed humps) on Nairn Avenue, between Rochdale Avenue and Kitchener Avenue, to address concerns with current traffic operations.

COMMENTS

Nairn Avenue is a north-south local road that operates both ways between Rochdale Avenue and Kitchener Avenue, and has a pavement width of 8.5 metres. Sidewalks exist on both sides of the road. The posted speed limit is 40 km/h. Parking is prohibited on the west side of the street at all times and parking is permitted up to periods of three-hours on the east side.

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, Nairn Avenue does not satisfy the technical requirements. Specifically, the average speed recorded on Nairn Avenue was 33 km/h with an 85th percentile speed of 43 km/h. The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. These study results do not indicate the presence of a speeding problem on the street.

Given the low traffic volumes of 363 vehicles per day and low incidence of speeding on Nairn Avenue, between Rochdale Avenue and Kitchener Avenue, the installation of speed humps or other traffic calming measures are not technically warranted at this time.

Accordingly, based on the data collected and evaluated against the warrants for the installation of traffic calming measures, the installation of speed humps is not recommended on Nairn Avenue, between Rochdale Avenue and Kitchener Avenue.

Notwithstanding our recommendation, if Etobicoke York Community Council decides to proceed with installing speed humps on Nairn 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 Nairn Avenue, between Rochdale Avenue West and Kitchener Avenue 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 Nairn Avenue, between Rochdale Avenue West and Kitchener Avenue, for

traffic calming purposes, generally as shown on the attached drawing EY10-095, dated July 22, 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 Nairn Avenue, between Rochdale Avenue West and Kitchener Avenue, 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 Nairn 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 Nairn Avenue, between Rochdale Avenue West and Kitchener Avenue, Transportation Services staff will schedule their installation based on relative need and competing priorities.

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.”

Regardless, given the low volumes of traffic and low incidence of speeding on Nairn Avenue, between Rochdale Avenue and Kitchener Avenue, the installation of speed humps or other traffic calming measures are not technically warranted at this time and therefore not recommended.

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ATTACHMENTS

Attachment 1: Appendix A: Traffic Calming Warrant Criteria

Attachment 2: Map

Appendix A

Traffic Calming Warrant Criteria Nairn Avenue, between Rochdale Avenue and Kitchener Avenue

Warrant	Criterion	Requirement	Met/Not Met		
Warrant 1 Petition	1.1 Petition	<p>A petition requesting traffic calming must be signed by at least 25% of households on the street.</p> <p style="text-align: center;">OR</p> <p>A direct request from the Ward Councillor in consultation with the public.</p> <p style="text-align: center;">Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</p>	Met (40%)		
Warrant 2 Safety Requirements	2.1 Sidewalks	<p>Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification).</p> <p style="text-align: center;">OR</p> <p>Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered.</p>	Met		
	2.2 Road Grade	<p style="text-align: center;">Road grade 5% or less.</p> <p style="text-align: center;">OR</p> <p>Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</p>	Met		
	2.3 Emergency Response	<p>No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.</p>	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	<p>85th 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.</p> <p style="text-align: center;">OR</p> <p>On streets where the 85th 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.</p>	Not Met – Analysis of speed study show 85 th percentile speed equals 43 km/h .		
	3.2 Min. and Max. Traffic Volume	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;"> Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day </td> <td style="width: 50%; text-align: center;"> Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day </td> </tr> </table>	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; 363 Veh/day.
	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	<p>Street segment length must exceed 120 meters between stop controls (signals or stop signs)</p>	Met		
3.4 Transit Service	<p>Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)</p>	Met – No TTC service.			