

TORONTO

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TRANSPORTATION
DISTRICT 1

JUN 23 2010

Emergency Planning
Research & Development

Fire Services 4330
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Manick Noormahamud,
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June 17, 2010

RECEIVED

Shawn Dartsch
Transportation Technologist
1st Floor, Metro Hall
55 John Street
Toronto, Ontario M5V 3C6

Re: Traffic Calming Measures - Willow Avenue, between Queen Street East and Pine Avenue - Evaluation for the Installation of Speed Humps

Dear Mr. Dartsch:

I am in receipt of the proposal for installation of traffic calming measures (speed humps). I have the following comments.

Toronto Fire Services is supportive of initiatives that will improve the life safety for citizens of, and visitors to, the City of Toronto. Our concern is that the physical calming measures being proposed may negatively impact emergency response to the area.

Fire Services is opposed to this speed hump installation as they will slow our responding vehicles and affect our ability to deliver service in the quickest possible manner. The effectiveness of our services is directly proportional to the time it takes to receive notification, travel to the incident and begin operations. The vertical restrictions imposed by speed humps have a much greater effect on large fire vehicles than smaller passenger vehicles. Response time increases with every obstacle a fire vehicle encounters enroute 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. A thirty-second delay (3 to 4 humps) is enough to alter the outcome of an incident from a successful fire extinguishment with minimal property damage and rescue of all occupants to complete structure loss with fire fatalities.

It is imperative that the individuals directly affected by this installation be made fully aware of the potential negative effects of the proposed calming devices, particularly because this application does not meet the criteria as set out in the policy for speed humps. Careful consideration must be given to accepting delays of emergency response vehicles as a trade-off to combat the risks presented by regular vehicle traffic.

June 17,2010
Shawn Dartsch

Fire Services recommends that non-physical measures (speed limits or prohibited turns) be implemented and evaluated before physical forms are considered. Desired results may be obtained without imposing a physical obstruction to emergency vehicles. The impact of a speed hump installed in a segment of a street is difficult to evaluate without accounting for all measures that exist on the surrounding streets. It is our opinion that traffic calming measures need to be evaluated on a network-wide basis to better assess the impact to the entire response area.

Yours truly,

Copy: Councillor Sandra Bussin
Jacqueline White, P.Eng., Manager - Traffic Operations
EMS Ambulance Services Division - Planning
Chief William Blair, Toronto Police Services, 40 College Street, Toronto, Ontario M5G 213,
Attn: Wayne Penden, 55 Division (Fax 416.808.5502)
TFS EPRD File