

## **Arrowsmith Avenue – Traffic Calming**

<b>Date:</b>	May 19, 2009
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services and Etobicoke York District
<b>Wards:</b>	Ward 12 – York South-Weston
<b>Reference Number:</b>	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090101-to

### **SUMMARY**

This staff report is about a matter for which the 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 on Arrowsmith Avenue between Keele Street and Amesbury Drive. A staff review has shown that the criteria for the installation of speed humps on Arrowsmith Avenue are not met.

### **RECOMMENDATIONS**

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

1. Traffic calming measures not be implemented on Arrowsmith Avenue between Keele Street and Amesbury Drive.

### **Financial Impact**

The adoption of the above noted recommendation will not result in any financial impact; however, if Council decides to approve the installation of a traffic calming device on Arrowsmith Avenue following positive poll results, the estimated cost for installing approximately four speed humps would be \$10,000.00. This would have to be accommodated within the funds allocated by City Council as part of the Transportation Capital Budget for Traffic Calming, subject to competing priorities and funding availability.

### **ISSUE BACKGROUND**

Councillor Frank Di Giorgio, on behalf of area residents, requested Transportation staff to review the feasibility of implementing physical traffic calming measures on Arrowsmith Avenue between Keele Street and Amesbury Drive to address various traffic operational concerns.

## COMMENTS

Arrowsmith Avenue is a local roadway that operates eastbound and westbound and has an average pavement width of 8.5 metres with sidewalks on at least one side of the roadway. The statutory speed limit is 50 km/h.

Application of study data to the Traffic Calming Warrant, adopted by Toronto City Council, determined that the traffic characteristics of Arrowsmith Avenue fail to satisfy the minimum criteria to justify the installation of traffic calming measures on this roadway. Specifically, Arrowsmith Avenue failed to achieve the “Minimum Speed” and “Minimum Traffic Volume” requirements of the Warrant; the recorded 85th percentile speed was 49 km/h and the total two-way volume was 617 vehicles per day.

In this case, the warrant requirements for the 85th percentile speed and minimum 24-hour two-way volume are 60 km/h or greater and 1,000 vehicles per day, respectively. Our traffic calming warrant checklist is provided in the attached Technical Summary for your review.

Based on the Traffic Calming Warrant assessment, the installation of speed humps is not recommended on Arrowsmith Avenue between Keele Street and Amesbury Drive at this time; however, if the Etobicoke York Community Council wishes to proceed with installing speed humps on Arrowsmith Avenue, it must recommend that:

1. The City Clerk (Polling Registry Services) poll eligible householders on Arrowsmith Avenue, 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 Arrowsmith Avenue, between Keele Street and Amesbury Drive, for traffic calming purposes.
  - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Arrowsmith Avenue, between Keele Street and Amesbury Drive, 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.

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 Arrowsmith Avenue. Under this policy, the City Clerk must receive a minimum response of 50 percent plus one ballot, of which at least 60 percent of the responding households must be in favour of installing speed humps so that staff can proceed with the installation. Subject to approval by Community Council of the recommendations indicated above, the City Clerk will poll householders on Arrowsmith Avenue and report the results to Etobicoke York Community Council. If the poll supports installing speed humps on Arrowsmith Avenue between Keele Street and Amesbury Drive, Transportation Services staff will schedule 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 collisions, and the presence of schools, parks, seniors residences or bicycle routes.

No alterations to parking regulations are required, and the effects on winter services, street cleaning and garbage collection should be minimal.

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 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**

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John Niedra, P.Eng., Director  
Transportation Services - Etobicoke York District

**ATTACHMENTS**

Appendix A

Attachment 1:           Map

## Appendix A

### Traffic Calming Warrant Criteria Arrowsmith Avenue, between Keele Street and Amesbury Drive

Warrant	Criterion	Requirement	Met/Not Met	
<b>Warrant 1</b> 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.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met</b> – direct request from Ward Councillor	
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met</b> –there should be no traffic spill-over to other streets given the configuration of streets in the area	
<b>Warrant 2</b> 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). <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	<b>Met</b> – continuous sidewalk on both sides of Beaver Avenue	
	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.	<b>Met</b> – Road grade of Arrowsmith Avenue 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.	<b>Not Met</b> – General objections from Toronto Fire, Ambulance and Police	
<b>Warrant 3</b> 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.	<b>Not Met</b> – Speed studies show 85 <sup>th</sup> percentile as 49 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	<b>Not Met</b> – Local with approximately 617 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)		<b>Met</b> – Street segment 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)		<b>Met</b> – No TTC service