

NOTE :

EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

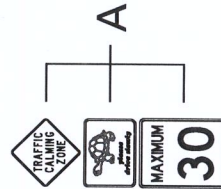
SPEED HUMPS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS.

CLARENDON AVENUE RUSSELL HILL ROAD - POPLAR PLAINS ROAD REQUESTED SPEED HUMPS

LEGEND



REQUESTED SPEED HUMP



Appendix A

Table 1: Traffic Calming Warrant Criteria

Clarendon Avenue, between Russell Hill Road and Poplar Plains Road

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 for the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Direct request received from Ward Councillor’s office
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met –there should be no traffic spill-over to adjacent streets
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 – sidewalk on one side of Clarendon Avenue
	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 on Clarendon 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.	To Be Determined
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th %ile 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 %ile 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 – Speed studies show 85 th percentile as 48 km/h on Clarendon Avenue, btw Russell Hill Road and Poplar Plains Road.
	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
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Met – the street segment is greater than 120 metres on Clarendon Avenue, btw Russell Hill Road and Poplar Plains Road.
	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



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October 27, 2011

Mr. Randy Hillis
Transportation Technologist
17th Floor, Metro Hall
55 John Street
Toronto, Ontario M5V 3C6

RE: Traffic Calming Measures – Clarendon Avenue, between Russell Hill Road and Poplar Plains Road – Evaluation for the Installation of Traffic Calming Devices

Dear Mr. Hillis:

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.

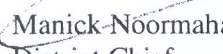
Fire Services is opposed to this speed hump installation as they will slow our responding vehicles and affect our ability to deliver service in the quickest possible manner. The effectiveness of our services is directly proportional to the time it takes to receive notification, travel to the incident 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 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. 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. 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.

October 27, 2011
Mr. Randy Hillis

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 network-wide basis to better assess the impact to the entire response area.

Regards, 

 Manick Noormahamud, BS, Fire E, CFEI
District Chief
Emergency Planning Research & Development
Toronto Fire Services

Copy:  Ron Hamilton, Manager, Traffic Operations
TFS EPRD File

Appendix C



Shamez Kassam
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November 3, 2011

Mr. Randy Hillis
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Toronto, Ontario M5V 3C6

Re: Traffic Calming Measures – Clarendon Avenue, between Russell Hill Road and Poplar Plains Road – Evaluation for the installation of speed humps.

Dear: Mr. Hillis,

I have received and reviewed the proposal for installation of speed humps for Clarendon Avenue, between Russell Hill Road and Poplar Plains Road. I have the following comments:

Toronto Emergency Medical Services (EMS) is supportive of community initiatives that improve the safety all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood and we endeavour to support the wishes of the community to implement measures to improve upon these components. We look to the City's Traffic Calming Policy and its Warrant Criteria for guidance in our assessments and recommendations.

As documented in the in the Traffic Calming Policy, Toronto EMS has concerns regarding the usage of traffic calming measures, especially vertical obstacle measures such as speed humps, as there are negative effects on emergency call response times, travel times to hospital and on patient comfort during transport. This delay is cumulative with each obstacle and can directly impact upon patient outcome.

It is noted that this proposal does not meet the Warrant Criteria as set out in the Policy and as such, Toronto EMS is opposed to the installation of speed humps on Clarendon Avenue, between Russell Hill Road and Poplar Plains Road. It is important that the applicant(s) fully understand the potential for delay in emergency response and that alternatives to vertical measures be considered and evaluated.

Yours truly,

Shamez Kassam
Senior EMS Planner
Toronto EMS

Copy: Councillor Josh Matlow, St Paul's – Ward 22, Suite B26, City Hall, Toronto, Ontario, M5H 2N2
Ron Hamilton, Manager - Traffic Operations, Toronto and East York District, West Area
Chief William Blair, Toronto Police Services, 40 College Street, Toronto, Ontario M5G 2J3
Attn: Superintendent, 54 Division
District Chief, Manick Noormahamud, Emergency Planning, Toronto Fire, 4330 Dufferin Street
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