Traffic Calming – Avon Avenue between Humber Boulevard and Avon Crescent

Date: July 7, 2014

To: Etobicoke York Community Council

From: Director, Transportation Services - Etobicoke York District

Wards: Ward 11 – York South-Weston

Reference Number: p:\2014\Cluster B\TRA\EtobicokeYork\eycc140116-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 describe the results of an investigation into a request for speed humps on Avon Avenue. A staff assessment concludes that the criteria for installing speed humps are met on Avon Avenue, between Humber Boulevard and Avon Crescent.

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

1. Authorizing the City Clerk to conduct a survey of eligible residents on Avon Avenue, between Humber Boulevard and Avon Crescent to determine public support for the proposed speed hump plan for Avon Avenue.

2. Subject to favourable survey results on Avon Avenue,
   a. The City Solicitor prepare by-laws to alter sections of the roadway on Avon Avenue, between Humber Boulevard and Avon Crescent, for traffic calming purposes, generally as shown on the attached Drawing EY14-145, dated July 2014, and circulated to residents through the survey process; and,
b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Avon Avenue, between Humber Boulevard and Avon Crescent, when the speed humps are installed.

**Financial Impact**

<table>
<thead>
<tr>
<th>Type of Funding</th>
<th>Source of Funds</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposed speed hump installation (3 humps) on Avon Avenue and related signage/markings</td>
<td>Transportation Services Capital Budget</td>
<td>$9,000.00</td>
</tr>
</tbody>
</table>

**ISSUE BACKGROUND**

In response to a request from Councillor Nunziata, on behalf of area residents, Transportation Services staff investigated the need for traffic calming between Humber Boulevard and Avon Crescent. The request for traffic calming was due to residents concerns with vehicular speeds on this street. A map of the area is Attachment 1.

**COMMENTS**

Avon Avenue is an 8.5 metre wide two-lane road classified as a “local” in the City’s Road Classification System. The road is located in the residential community in the Weston Road and Rogers Road area. A sidewalk runs continuously on the south side of the street from Humber Boulevard to Avon Crescent. On the north side, a sidewalk is present from Humber Boulevard to Porter Avenue. The speed limit on the street is 40 km/h.

To address traffic speed concerns, automatic speed and volume counts were conducted on Avon Avenue on May 13, 2014.

We applied this data to the City of Toronto Traffic Calming Policy. According to the policy, the principle criteria for installing speed humps are vehicle speed and volume. Other environmental factors are considered, such as road width, pedestrian facilities and grade. The proposal was evaluated under these technical criteria, with the results summarized in Appendix A. Applying the study data to the Traffic Claming Warrant shows that Avon Avenue, between Humber Boulevard and Avon Crescent, satisfies the criteria for speed humps. We emphasise that installing speed humps results in slower operating speeds for all vehicles, including emergency service vehicles, and can result in increased response times in the event of an emergency.

The City of Toronto Traffic Calming Policy requires that the City Clerk formally survey residents directly affected by installing speed humps on Avon Avenue. Under the policy, we must receive a minimum response rate of 51 per cent, of which at least 60 per cent of respondents must respond in favour of installing speed humps.
Subject to approval by Community Council of the recommendations outlined above, the City Clerk will survey residents on Avon Avenue as well as ones that directly back on to Avon Avenue. If the polls show support for installing speed humps, Transportation Services will schedule installation according to relative need and competing priorities.

No alterations to parking regulations are required. The number of existing on-street parking spaces is not affected by the installation, with no significant negative impact on winter services, street cleaning or garbage collection; however, as indicated previously, it will reduce emergency vehicle speeds on a street designated as a primary response route.

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required to ensure that the design and layout of traffic calming proposals do not negatively affect their operations. Although we generally advise emergency services of our intentions, we do not always receive a formal response; however, in the past Toronto Fire Services has provided 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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AFS20138

SIGNATURE

_______________________________________________________
Steven T. Kodama P.Eng
Director, Transportation Services – Etobicoke York District

ATTACHMENTS

Appendix “A”: Traffic Calming Warrant Criteria Table – Avon Avenue
Attachment 1: Map - Proposed Speed Hump Location Plan- Avon Avenue
## Appendix A

### Traffic Calming Warrant Criteria

Avon Avenue, between Humber Boulevard and Avon Crescent.

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warrant 1</td>
<td>Petition</td>
<td>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.</td>
<td>Met – Councillor and petition</td>
</tr>
</tbody>
</table>

| Impacts to Adjacent Streets |                                      | No significant traffic impacts on adjacent streets                                                                 | Met – Adjacent streets may be affected |

<table>
<thead>
<tr>
<th>Warrant 2</th>
<th>Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)</th>
<th>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</th>
<th>Met – continuous sidewalks on the south side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warrant 2</td>
<td></td>
<td>Road grade 5% or less OR Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</td>
<td>Met – Road grade is less than 8%</td>
</tr>
<tr>
<td>Warrant 2</td>
<td></td>
<td>No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.</td>
<td>General objections from Toronto Fire, Ambulance and Police</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Warrant 3</th>
<th>Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)</th>
<th>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. OR 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.</th>
<th>Met – Speed studies show 85th percentile as 53 km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warrant 3</td>
<td></td>
<td>Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day</td>
<td>Met – Collector with volume of 1,575 Veh/day</td>
</tr>
<tr>
<td>Warrant 3</td>
<td></td>
<td>Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day</td>
<td>Met – Street segments exceeds 120 metres</td>
</tr>
<tr>
<td>Warrant 3</td>
<td></td>
<td>Street segment length must exceed 120 meters between stop controls (signals or stop signs)</td>
<td>Met – No TTC service</td>
</tr>
<tr>
<td>Warrant 3</td>
<td></td>
<td>Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)</td>
<td>Met – No TTC service</td>
</tr>
</tbody>
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