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 Brookhaven Drive. A staff assessment concludes that the criteria for installing speed humps are met on Brookhaven Drive, between Lawrence Avenue West and Trethewey Drive.

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

1. Authorizing the City Clerk to conduct a survey of eligible residents on Brookhaven Drive, between Lawrence Avenue West and Trethewey Drive to determine public support for the proposed speed hump plan for Brookhaven Drive.

2. Subject to favourable survey results on Brookhaven Drive,
   a. The City Solicitor prepare by-laws to alter sections of the roadway on Brookhaven Drive, between Lawrence Avenue West and Trethewey Drive, for traffic calming purposes, generally as shown on the attached Drawing EY14-148, 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 Brookhaven Drive, between Lawrence Avenue West and Trethewey Drive, 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 (5 humps) on Brookhaven Drive and related signage/markings</td>
<td>Transportation Services Capital Budget</td>
<td>$15,000.00</td>
</tr>
</tbody>
</table>

**ISSUE BACKGROUND**

In response to a request from Councillor Di Giorgio, on behalf of residents on Brookhaven Drive, Transportation Services staff investigated the need for traffic calming between Lawrence Avenue West and Trethewey Drive. The request for traffic calming was due to residents concerns with vehicular speeds on this street. A map of the area is Attachments 1.

**COMMENTS**

Brookhaven Drive is an 8.5 metre wide two-lane road classified as a “collector” in the City’s Road Classification System. The road is located in the residential community south of Lawrence Avenue West and west of Black Creek Drive. A sidewalk runs continuously on the west side of the street from Lawrence Avenue West to Trethewey Drive. On the east side, a sidewalk is present from Trethewey Drive to Parkchester Road. The speed limit on the street is 40 km/h.

To address traffic speed concerns, automatic speed and volume counts were conducted on Brookhaven Drive on May 7, 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 and Appendix B. Applying the study data to the Traffic Calming Warrant shows that Brookhaven Drive, between Lawrence Avenue West and Trethewey Drive, 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 Brookhaven Drive. 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 Brookhaven Drive, between Lawrence Avenue West and Trethewey Drive. 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

Larysa C. Sereda, Engineering Technologist Technician 1
Traffic Operations, Etobicoke York District
Tel: 416-394-8435; Fax: 416-394-8942
Email: lsereda@toronto.ca
AFS20148

SIGNATURE

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

ATTACHMENTS

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

### Traffic Calming Warrant Criteria
Brookhaven Drive, between Lawrence Avenue West and Trethewey Drive

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Warrant 1</strong></td>
<td>Petition</td>
<td>A petition requesting traffic calming must be signed by at least 25% of households on the street. <strong>OR</strong> A direct request from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</td>
<td>Met – Councillor</td>
</tr>
<tr>
<td>Impacts to Adjacent Streets</td>
<td></td>
<td>No significant traffic impacts on adjacent streets</td>
<td>Met – Adjacent streets may be affected</td>
</tr>
<tr>
<td><strong>Warrant 2</strong></td>
<td>Safety Requirements</td>
<td>Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <strong>OR</strong> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered</td>
<td>Met – continuous sidewalks on the west side</td>
</tr>
<tr>
<td></td>
<td>(all three criteria must be fulfilled to satisfy this Warrant)</td>
<td>Road grade 5% or less <strong>OR</strong> 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></td>
<td>Emergency Response</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>
<tr>
<td><strong>Warrant 3</strong></td>
<td>Technical Requirements</td>
<td>85&lt;sup&gt;th&lt;/sup&gt; 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. <strong>OR</strong> On streets where the 85&lt;sup&gt;th&lt;/sup&gt; 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.</td>
<td>Met – Speed studies show 85&lt;sup&gt;th&lt;/sup&gt; percentile as 50 km/h</td>
</tr>
<tr>
<td></td>
<td>Min. and Max. Traffic Volume</td>
<td>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</td>
<td>Met – Collector with volume of 3,573 Veh/day</td>
</tr>
<tr>
<td></td>
<td>Minimum Street Segment Length between stop controls</td>
<td>Street segment length must exceed 120 meters between stop controls (signals or stop signs)</td>
<td>Met – Street segments exceeds 120 metres</td>
</tr>
<tr>
<td></td>
<td>Transit Service</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>
</table>