TORONTO

STAFF REPORT
ACTION REQUIRED

Traffic Calming Poll Results – Aileen Avenue, between Keele Street and Kane Avenue

Date:	November 23, 2015
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 12 – York South-Weston
Reference Number:	p:\2016\Cluster B\TRA\EtobicokeYork\eycc160006-to

SUMMARY

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

This report summarizes the results of the traffic calming polls undertaken on Aileen Avenue, between Keele Street and Kane Avenue.

At its meeting of September 8, 2015, Etobicoke York Community Council, as per item EY8.48, directed the City Clerk to formally survey residents directly affected by installing speed humps on Aileen Avenue, between Keele Street and Kane Avenue. Polling ballots were sent to the affected residents, the minimum response rate of 50% plus one ballot was not achieved.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. Traffic Calming NOT be installed on Aileen Avenue, between Keele Street and Kane Avenue.

Financial Impact

Adopting the above-noted recommendation does not result in any financial impact; however, if Community Council decides to approve installing traffic calming devices on Aileen Avenue, between Keele Street and Kane Avenue, the following financial impact will result:

1. The estimated cost for installing four speed humps will be $12,000.00. This can be accommodated within funds allocated by City Council as part of the Transportation Capital Budget, subject to competing priorities and funding availability.

ISSUE BACKGROUND

On September 8, 2015, report EY8.48 was submitted to Etobicoke York Community Council advising that the Traffic Calming Warrant Criteria was not satisfied for Aileen Avenue, between Keele Street and Kane Avenue (See the attached Traffic Calming Warrant Criteria – Appendix A). Etobicoke York Community Council delegated a final decision to authorize the City Clerk to conduct a poll of eligible households on Aileen Avenue, between Keele Street and Kane Avenue for the installation of Traffic Calming (speed humps). The request for traffic calming was due to residents' concerns with vehicular speeds on Aileen Avenue. A poll was conducted on October 6, 2015 and although 67% of residents on Aileen Avenue who responded to the polling supported the installation of speed humps, the minimum response rate of 50% plus one ballot was not achieved. A map of the area is Attachment 1.

COMMENTS

Aileen Avenue, between Keele Street and Kane Avenue operates one-way eastbound and two-way between Kane Avenue and Silverthorn Avenue, and is classified in the City's Road Classification System as a "Local" road. The roadway is 7.3 metres wide and sidewalks exist on both sides of the road. The posted speed limit is 40 km/h. There is a substantial road grade of 13% on Aileen Avenue in the section between Kane Avenue and Silverthorn Avenue.

The City's Traffic Calming Policy stipulates that a minimum of 50% plus one of affected households/properties respond, and that 60% of valid responses support the proposal in order to implement the plan.

The poll results for Aileen Avenue, between Keele Street and Kane Avenue are as follows:

Aileen Avenue

Number of ballots issued	205	
Number of ballots returned by Post Office	8	
Number of eligible voters	197	
Number of responses required	**100**	50 % plus one ballot
Number of ballots returned	**88**	**45 %**
Number in favour of speed humps	59	**67 %** of those that responded
Number opposed to speed humps	11	**13 %** of those that responded
Number of spoiled ballots	18	

Should Community Council decide to proceed with installing speed humps on Aileen Avenue, between Keele Street and Kane Avenue, we recommend that:

1. The City Solicitor prepare a by-law to alter sections of the roadway on Aileen Avenue, between Keele Street and Kane Avenue for traffic calming purposes, generally as shown on the attached Drawing EY15-134, dated July 2015, attached to the report (June 16, 2015) from the Director, Transportation Services, Etobicoke York District.

2. Transportation Services take the necessary action to reduce the speed limit from 40 km/h to 30 km/h on Aileen Avenue, between Keele Street and Kane Avenue.

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.
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> 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.
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> 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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SIGNATURE

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Vincent Sferrazza.
Director, Transportation Services – Etobicoke York District

ATTACHMENTS

Attachment 1: Map - Proposed Speed Hump Location Plan- Aileen Avenue
Appendix A: Traffic Calming Warrant Criteria

Appendix A

Traffic Calming Warrant Criteria
Aileen Avenue

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 from the Ward Councillor in consultation with the public. **Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.**		**Met** – Request from Councillor
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets		**Met** –there should be minimal traffic spill-over to other streets
Warrant 2 Safety Requirements	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** – continuous sidewalk on both sides of Aileen 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 is less than 8% *13% grade on Aileen Ave btw Kane Ave and Silverthorn Ave
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.		**Met** -General objections from Toronto Fire, Ambulance and Police.
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	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.		**Not Met** - 47 km/h (7 km/h over the posted speed limit)
	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	**Met** - Local Road 2,128 vpd
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		**Met**
	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.