

Traffic Calming - Brucewood Crescent

Date: March 18, 2019

To: North York Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 8 - Eglinton-Lawrence

SUMMARY

This staff report is about a matter for which Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services staff have reviewed the need for traffic calming on Brucewood Crescent, between Covington Road and Drexel Road, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the traffic calming policy has been satisfied. Therefore, traffic calming should be installed on the subject section of Brucewood Crescent, subject to positive results of the traffic calming poll.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that North York Community Council:

1. Direct City Clerks to poll eligible householders on Brucewood Crescent, between Covington Road and Drexel Road, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll, the City Solicitor:
 - a. Prepare a by-law to alter the roadway to install three speed humps on Brucewood Crescent, between Covington Road and Drexel Road, generally as shown on Drawing No. NYRD19-0012, dated March 2019, attached to the report entitled "Traffic Calming - Brucewood Crescent" from the Acting Director, Transportation Services, Traffic Management.

- b. Approve the reduction of the speed limit from 40 km/h to 30 km/h on Brucewood Crescent, between Covington Road and Drexel Road, when speed humps are installed.

FINANCIAL IMPACT

The estimated cost for installing three speed humps on Brucewood Crescent is \$12,000.00. The installation of speed humps on Brucewood Crescent would be subject to availability in Transportation Services 2019 Capital Funding and competing priorities.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by former Councillor Josh Colle, on behalf of local residents, to investigate the feasibility of installing traffic calming measures (speed humps) on Brucewood Crescent, between Covington Road and Drexel Road. The residents are concerned that motorists travel at a high rate of speed on Brucewood Crescent and have submitted a petition in support of this request.

Brucewood Crescent between Covington Road and Drexel Road, is a local street that operates with two-way traffic. It has a posted speed limit of 40 km/h and a daily traffic volume of approximately 3,000 vehicles. The pavement width on Brucewood Crescent is approximately 8.5 metres and a sidewalk is provided on the east side of the street. Heavy vehicles are prohibited at all times and there is no TTC service provided on Brucewood Crescent. Traffic calming (speed humps) currently exist on Brucewood Crescent on the portion of street north of Drexel Road.

Analysis

Transportation Services conducted mid-block speed and volume studies on Brucewood Crescent, between Covington Road and Drexel Road, over a three day mid-week period in March 2018. The following table identifies the results of the study:

Table 1: 24-Hour Speed and Volume Study - Brucewood Crescent (March 27-29, 2018)

Direction	Vehicle Speeds Operating	Vehicle Speeds Average	Traffic Volumes AM	Traffic Volumes PM	Traffic Volumes 24 hours
Northbound	50 km/h	42 km/h	106	153	1,544
Southbound	49 km/h	41 km/h	151	125	1,278

In reviewing the traffic data collected as part of this investigation, the "Technical Requirements" warrant of the Traffic Calming Policy (Attachment 2) is satisfied on Brucewood Crescent. Specifically:

- The operating speed of 50 km/h of northbound motorists is greater than 10 km/h over the warranted speed limit; and
- The average daily traffic volume recorded was about 3,000 vehicles which is greater than the required minimum of 1,000 vehicles.

A review of Toronto Police Service collision records for a three year period ending May 31, 2018 disclosed two collisions on Brucewood Crescent, between Covington Road and Drexel Road. One collision involved a pedestrian and none were related to excessive speeding.

Conduct Poll

According to the City of Toronto Traffic Calming Policy, a formal poll managed by City Clerks must be conducted of households directly abutting or flanking the street. The policy stipulates that a minimum response of 50 percent plus one of affected residents respond, and that 60 percent of valid responses support the proposal, in order to implement traffic calming measures (speed humps).

Subject to approval by North York Community Council of the recommendations outlined above, Transportation Services would request a poll of eligible residents on Brucewood Crescent, between Covington Road and Drexel Road. If the poll supports speed humps, Transportation Services would schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and priority of speed hump installation is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Brucewood

Crescent, between Covington Road and Drexel Road, scored 45 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

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.

Emergency Services Comments

Consultation with emergency services (Police, Fire and Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Fire Services have provided their comments in the attached letter dated January 30, 2019. Comments have not been received from Toronto Paramedic Services and Toronto Police Service.

The Ward Councillor is aware of the recommendations of this staff report.

CONTACT

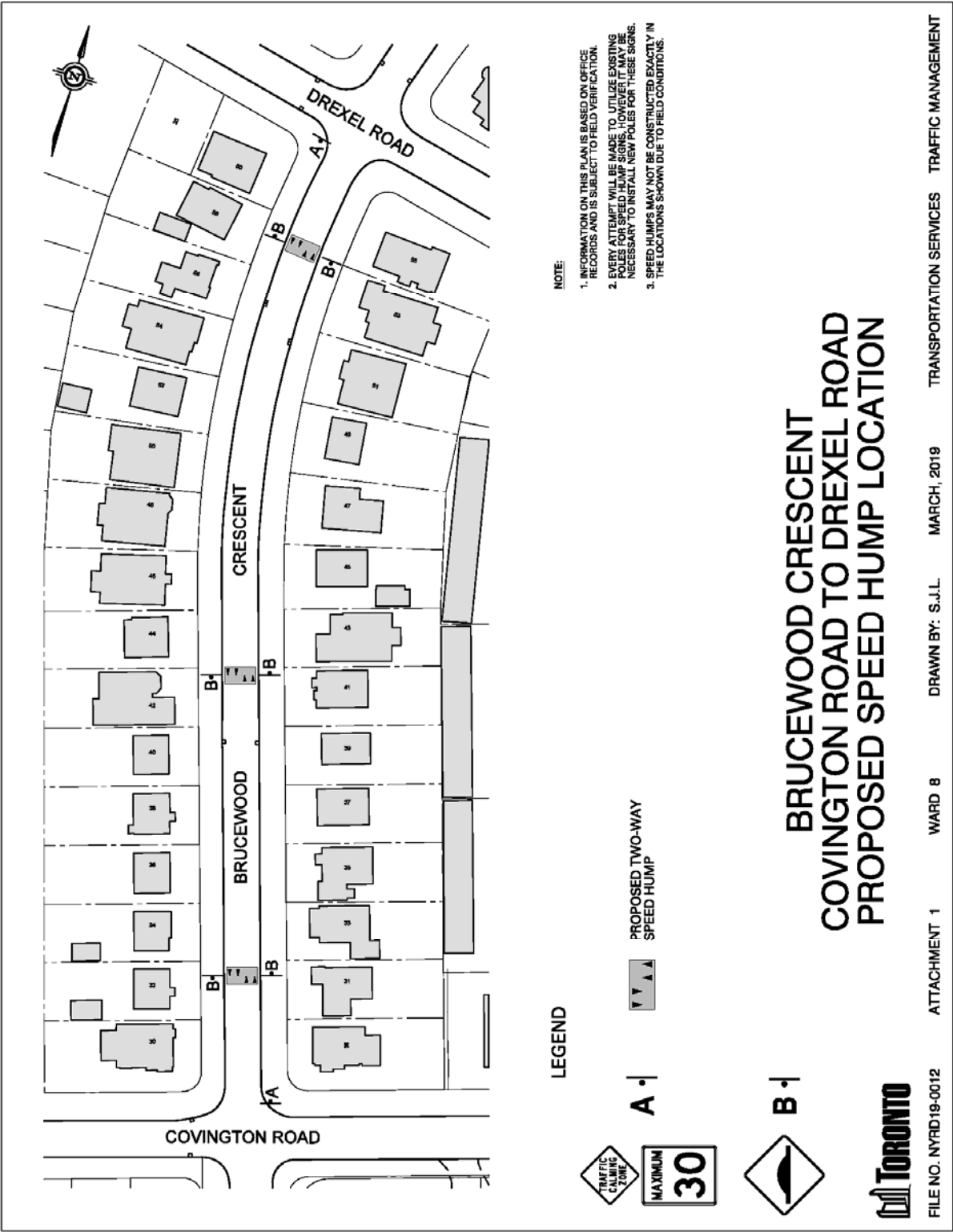
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SIGNATURE

Roger Browne, M.A. Sc., P.Eng
Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

- Attachment 1. Drawing No. NYRD19-0012, dated March 2019
- Attachment 2. Traffic Calming Summary
- Attachment 3. Letter from Toronto Fire Services, dated January 30, 2019



Attachment 2: Traffic Calming Summary Brucewood Crescent between Covington Road and Drexel Road

All three of the following warrants must be achieved

Warrant	Criterion	Requirement	Warrant Satisfied
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street and/or Councillor's request It should be noted that if significant impacts are expected on adjacent streets, these streets would be included in the study process.	Yes Petition received from households on Brucewood Crescent
Warrant 2 Safety Criteria [all three criteria must be fulfilled to satisfy warrant]	2.1 Sidewalks	Continuous sidewalks on at least one side of 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	Yes, there is sidewalk present on the east side of the road
	2.2 Road Grade	Road grade must not exceed 8% [Traffic calming measures must not be installed at or near these locations where grade exceeds 8%]	Yes, the road grade on Brucewood Crescent is less than 5%
	2.3 Emergency Response	No significant impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	Comments have been requested
Warrant 3 Technical Requirement	3.1 Minimum Speed	85th % ile speed is a minimum of 10 km/h (but less than 15 km/h) over the warranted 40 km/h speed limit, and the traffic volume requirements of warrant 3.2 must be fulfilled.	Yes, speed studies show 85th percentile speed of 50 km/h on Brucewood Crescent
[all four criteria must be fulfilled to satisfy warrant]	3.2 Traffic Volumes	Local Road Traffic volume between 1,000 Veh/day and 8,000 Veh/day Collector Road Traffic volumes between 2,500 Veh/day and 8,000 Veh/day	Yes, local road with about 2,822 vehicles per day
	3.3	Street segment length must exceed 120 meters between stop	Yes, The segment length between

	Minimum Block Length	controls (signal or pedestrian crossover)	Covington Road and Drexel Road is 229 metres
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) Service will not be significant [as determined in consultation with TTC staff]	No, TTC service not provided
Warranted [yes/no]			Yes

*If the 85th percentile [speed at or below which the majority of motorists feel comfortable traveling under the existing roadway conditions] exceeds the warranted speed limit by a minimum of 15 km/h, the volume warrant [3.2] does not apply
It should be noted that if significant impacts are expected on adjacent streets, these streets would be included in the study process

Attachment 3: Letter from Toronto Fire Services dated January 30, 2019



Lou Di Gironimo
Interim Deputy City Manager

Emergency Management
Health and Safety

Fire Services
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Toronto, Ontario

Tel: 416-338-9510
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January 30, 2019

Humera Khatoun
Engineering Technologist Technician,
Traffic Operations
Transportation Services

RE: Brucewood Crescent, between Covington Road and Drexel Road - Evaluation for installation of traffic calming devices.

I am in receipt of the proposal for installation of traffic calming measures (speed humps) and provide the following comments.

Fire Services does not support this proposed speed hump installation as it may impact our service delivery. The restriction imposed by a speed hump have a much greater impact on larger fire vehicles. Response time increase with every obstacle fire vehicles encounters on route to any emergency incident. Increase at each hump may only be seconds, however the cumulative effect can be a significant amount of time.

It is important that all individuals directly affected by this installation be made fully aware of the potential negative effects of a calming device. Careful consideration must be given to accepting a delay to emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic.

Fire Services recommends that non-physical measures (lower speed limits or prohibited turns) be considered before physical measures are implemented. Desired results may be obtainable without imposing a physical obstruction to emergency vehicles.

Regards,

Terry Bruining
Emergency Planning
Toronto Fire Services