

## **Traffic Calming (Speed Humps) - Fairlawn Avenue**

**Date:** May 16, 2024

**To:** North York Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 8, Eglinton-Lawrence

### **SUMMARY**

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

Transportation Services is recommending the installation of speed humps on Fairlawn Avenue, between Falkirk Street and Ledbury Street. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Fairlawn Avenue, between Falkirk Street and Ledbury Street.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. North York Community Council authorize the installation of speed humps on Fairlawn Avenue, between Falkirk Street and Ledbury Street.
2. North York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of three (3) speed humps on Fairlawn Avenue, between Falkirk Street and Ledbury Street, generally as shown on Attachment 2, Drawing TC-287 dated May 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Fairlawn Avenue, between Falkirk Street and Ledbury Street " from the Director, Traffic Management, Transportation Services.

### **FINANCIAL IMPACT**

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The estimated cost for installing three (3) speed humps on Fairlawn Avenue, between Falkirk Street and Ledbury Street is \$12,000. Funding is subject to availability and competing priorities within the Transportation Services 2024 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Fairlawn Avenue, between Falkirk Street and Ledbury Street. The residents are concerned that motorists travel at a high rate of speed on Fairlawn Avenue.

### **Existing Conditions**

Fairlawn Avenue is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,750 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on one side of the street

Vision Zero as part of the road safety plan, approved 30 km/h speed limits for all local streets in this area. However, at the time that this report was prepared the required signage has not been installed. The required signage will be installed as scheduling and budget permits.

The land use in the area consists of detached residential dwellings. This subject section of Fairlawn Avenue is not within designated Community Safety Zone. Ledbury Park Elementary and Middle School is located one block north of Fairlawn Avenue on the east side of Falkirk Street. Ledbury Rink, Ledbury Outdoor Pool and Ledbury Park are adjacent to the school property. The park features a playground and a multi-trail.

A map of the area and proposed locations of the speed humps/speed cushions is included in Attachment 2.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Fairlawn Avenue, between Falkirk Street and Ledbury Street from October 31 to November 2, 2023.

The study results on Fairlawn Avenue, between Falkirk Street and Ledbury Street disclosed the following:

- 24-hour total vehicle volume is 1,731 vehicles
- The block length from Falkirk Street to Ledbury Street is 275 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 43 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 48 km/h

Based on the study results, Fairlawn Avenue, between Falkirk Street and Ledbury Street, has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 13 km/h over the warranted speed of 30 km/h; and the 95th percentile is 18 km/h more than the warranted speed of 30 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Fairlawn Avenue, between Falkirk Street and Ledbury Street.

## **Relative Priority and Other Impacts**

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or people cycling
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Fairlawn Avenue, between Falkirk Street and Ledbury Street, scored 48 ranking points out of a possible 100.

No alterations to parking regulations will be required, nor will 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.

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a

traffic calming proposal does not unduly affect their operations. Emergency services were advised of this proposal.

Toronto Fire Services responded and advised they do not support the installation of speed humps as it may negatively impact their service delivery. A copy of their full response is included as Attachment 3. Toronto Paramedic Services and Toronto Police Service have not provided comments back at the time of writing this report. Installing speed humps/speed cushions will result in slower operating speeds for all vehicles, including emergency service vehicles.

The Ward Councillor has been advised of the recommendations in this report.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Traffic Calming Warrant - Fairlawn Avenue, between Falkirk Street and Ledbury Street

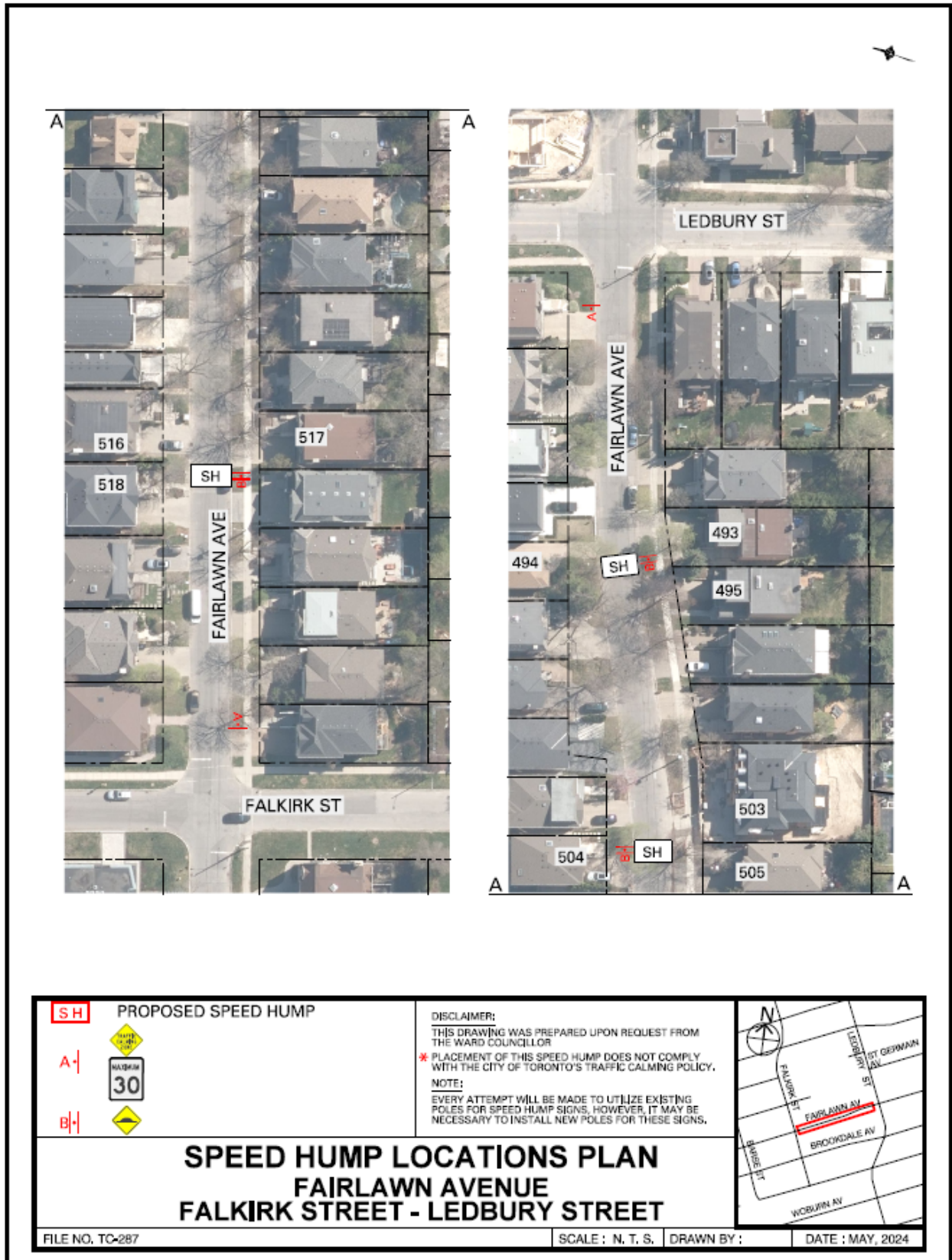
Attachment 2: Speed Hump Locations Plan - Fairlawn Avenue, between Falkirk Street and Ledbury Street

Attachment 3: Letter from Toronto Fire Services, dated May 14, 2024

Attachment 1: Traffic Calming Warrant - Fairlawn Avenue, between Falkirk Street and Ledbury Street

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	No
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (275 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (13 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (18 km/h)

Attachment 2: Speed Hump Locations Plan - Fairlawn Avenue, between Falkirk Street and Ledbury Street





Matthew Pegg  
Fire Chief and General Manager

Paul Raftis  
Deputy City Manager  
Community & Social Services

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May 14, 2024

Temitope Oyeyemi  
ETT 1, Traffic Operations  
Transportation Services,  
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City of Toronto  
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North York, ON M2N 5V7

**RE: Fairlawn Avenue (Between Falkirk Street and Ledbury Street) Speed Hump  
Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Fairlawn Avenue (Falkirk Street and Ledbury Street) and provide the following comments.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

Toronto Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the City of Toronto. However, 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. Our recommendation is that non-physical measures be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles.

Regards,

Claudio Gloazzo  
Acting District Chief  
**for**  
Joseph Del Vasto  
District Chief  
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Toronto Fire Services  
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