

# TORONTO TRANSIT COMMISSION REPORT NO.

**MEETING DATE:** August 19, 2014

**SUBJECT:** 404 EAST YORK COMMUNITY BUS -  
RESPONSE TO COUNCILLOR DAVIS

## **ACTION ITEM**

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### **RECOMMENDATIONS**

It is recommended that the Board:

1. re-affirm the existing policy that TTC fixed-route services will not be operated on roads which have speed bumps, and that no exceptions be made to this policy; and
2. forward this report to Councillor Janet Davis and the Toronto-East York Community Council.

### **FUNDING**

This report has no effect on the TTC's operating or capital budgets.

### **BACKGROUND**

At its meeting of July 23, 2014, the Board received a presentation and communication from Councillor Janet Davis who, among other things, asked that the Board grant an exemption from the TTC's policy on speed bumps for the 404 East York Community Bus, in order to allow speed bumps to be installed on a section of Secord Avenue, on which that service operates. Councillor Davis also asked that the matter of speed bumps be examined in the broader review of Community Bus Services which is underway. The Board requested staff to report back on the Councillor's requests at its August 19, 2014 meeting.

### **DISCUSSION**

TTC policy is that fixed-route services will not be operated on roads with speed humps because:

- Going over speed bumps jostles bus passengers and could result in increased on-board injuries because bus passengers are not belted in;

- Going over speed bumps adds to customers' discomfort and inconvenience and, since many of the customers who use Community Bus Services are elderly, frail, or disabled, this concern is accentuated;
- Speed bumps require that the buses travel slower, resulting in less-convenient service for customers and contributing to service unreliability;
- Speed bumps can result in undercarriage damage to buses with low ground-height clearances such as those used to provide Community Bus service; and
- Repeated travel by buses over speed bumps could create an increased risk of structural and suspension fatigue-related failures that could not be consistently predicted and, therefore, would not be subject to preventive maintenance.

For these reasons, TTC staff oppose the installation of speed bumps on Secord Avenue, where the 404 East York Community Bus operates.

Councillor Davis cited the fact that the 402 Parkdale Community Bus operates, in part, over a section of roadway which has speed bumps, and argued that that should provide justification for allowing the same operation for the 404 East York Community Bus. The 402 Parkdale Community Bus route was established before there were any speed bumps on Springhurst Boulevard. Speed bumps were installed there without prior consultation with the TTC, so staff had no opportunity to oppose that installation. Staff chose to not remove that established service but, instead, to treat it as an anomaly, and to ensure that this situation is not replicated on any other route.

Councillor Davis asked that the matter of speed bumps be reviewed in the context of the broader review of Community Bus Services. TTC staff were requested to report back on the matter of speed bumps at the Board's August, 2014 meeting and, in so doing, undertook a thorough review of the matter from the perspectives of customer service, safety, and effects on rolling stock. Staff concluded that the present policy is sound and defensible, and should not be changed – now or in the future.

### **JUSTIFICATION**

The TTC's policy prohibiting the installation of speed bumps on roads on which fixed-route services operate was developed based on extensive operating experience and analysis, with due regard to customer service, safety, and effects on rolling stock. The rationale for the policy is still valid, and no exceptions should be made.

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