TORONTO

STAFF REPORT
ACTION REQUIRED

Dixon Avenue, between Kingston Road and Woodbine Avenue – Traffic Calming

Date:	October 12, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches – East York, Ward 32
Reference Number:	Ts07211te.top.doc

SUMMARY

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents' concerns with the speed of traffic on Dixon Avenue, between Kingston Road and Woodbine Avenue.

Our assessment indicates the criteria as set out in the Traffic calming policy has not been met. Therefore, speed humps should not be installed on Dixon Avenue at this time.

RECOMMENDATIONS

Transportation Services recommends to Toronto and East York Community Council that:

1. traffic calming not be installed on Dixon Avenue, between Kingston Road and Woodbine Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Dixon Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing four speed humps would be $12,000.00**.** Funds in the amount of $695,000.00 have been allocated in the Transportation Services 2007 Capital Budget for traffic calming initiatives. Installing speed humps on Dixon Avenue would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Sandra Bussin, Transportation Services staff studied Dixon Avenue to determine whether traffic calming devices would address concerns with current traffic operations.

COMMENTS

Dixon Avenue, between Kingston Road and Woodbine Avenue, is a local street operating one-way westbound from Lockwood Road to Kingston Road and one-way eastbound from Lockwood Road to Woodbine Avenue with a posted speed limit of 40 km/h and a pavement width of 7.3 metres. It has sidewalks on both sides of the roadway and the road grade is less than 5 percent. Dixon Avenue, between Lockwood Road and Kingston Road is only 93 metres between stop controls which is less than the 120 metre minimum required under the traffic calming policy. Accordingly, we eliminated the block between Lockwood Road and Kingston Road and further considered the need for traffic calming measures on Dixon Avenue between Lockwood Road and Woodbine Avenue, against the City of Toronto Traffic Calming Policy.

Analysis

Toronto Police Service collision records indicate no collisions were reported on Dixon Avenue for the three-year period ending June 1, 2007.

Vehicle speeds and traffic volume are the prime criteria for installing traffic calming devices and other factors, including road width, pedestrian facilities and gradient are also considered in the assessment.

Dixon Avenue, between Lockwood Road and Woodbine Avenue, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 39 km/h is below the minimum of 10 km/h over the posted speed limit that the traffic-calming policy requires. Therefore, installing speed humps on Dixon Avenue, between Lockwood Road and Woodbine Avenue, is not warranted.

Appendix A outlines the assessment of the technical criteria in more detail.

Alternate recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Dixon Avenue, between Kingston Road and Woodbine Avenue would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Bussin to develop a speed hump plan;

2. Transportation Services poll eligible householders on Dixon Avenue, between Kingston Road and Woodbine Avenue to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy; and

3. subject to favourable results of the poll;

(a) The City Solicitor prepare a by-law to alter sections of the roadway on Dixon Avenue, between Kingston Road and Woodbine Avenue, for traffic calming purposes, generally as the speed hump plan that Transportation Services circulated to residents during the polling process shows; and

(b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Dixon Avenue, between Kingston Road and Woodbine Avenue, when the speed humps are installed.

Conduct poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on this section of Dixon Avenue must be formally polled. A minimum response of 50 percent plus one ballot is established, of which at least 60 percent of the respondents must be in favour of installing speed humps in order to proceed with the installation. Accordingly, subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll eligible residents on this section of Dixon Avenue. If the poll supports speed humps on Dixon Avenue, Transportation Services staff would schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and the 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. Dixon Avenue scored 13 points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected, and the effects on winter services, street cleaning and garbage collection should be minimal.

Speed humps would 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 Emergency Medical Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. At this time we have consulted with emergency services but have not received any specific comments at this time. However, Toronto Fire Services has provided the following general statement in the past regarding the installation of speed humps:

"…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 vehicle (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."

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Drawing No. 421F-9105, dated October 2007
Appendix "A" – Table 1: Traffic Calming Warrant Criteria

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