



**STAFF REPORT  
ACTION REQUIRED**

**Traffic Calming – Dartnell Avenue**

<b>Date:</b>	April 21, 2009
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	St. Paul’s, Ward 21
<b>Reference Number:</b>	Ts09077te.top.doc

**SUMMARY**

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

Transportation Services has investigated installing speed humps on Dartnell Avenue, between Bridgman Avenue and Davenport Road, to address residents’ concerns with the speed of traffic.

Staff’s assessment indicates the criteria as set out in the Traffic Calming Policy has not been met. Therefore, installation of speed humps on Dartnell Avenue is not recommended.

**RECOMMENDATIONS**

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

1. Not authorize installation of speed humps on Dartnell Avenue, between Bridgman Avenue and Davenport Road.

**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 Dartnell Avenue, between Bridgman Avenue and Davenport Road, would be beneficial, the following financial impact will result:

1. The estimated cost for installing three speed humps would be \$9,000.00. Funds in the amount of \$410,000.00 are contained in the Transportation Services 2009

Capital Budget for traffic calming initiatives. Installing speed humps on Dartnell Avenue is subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Joe Mihevc, Transportation Services investigated Dartnell Avenue, between Bridgman Avenue and Davenport Road, to determine whether the installation of speed humps is justified to address concerns with current traffic operations.

## **COMMENTS**

Dartnell Avenue, between Bridgman Avenue and Davenport Road, is a local roadway that operates two-way. It has a daily traffic volume of approximately 565 vehicles and a speed limit of 40 km/h. Sidewalks are provided on both sides of the roadway. There is no TTC service on this street.

## **Analysis**

A review of the Toronto Police Service collision records revealed that there were two collisions reported on this section of Dartnell Avenue over a three-year period ending January 31, 2009. None of these collisions could have been attributed to speeding.

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

Dartnell Avenue, between Bridgman Avenue and Davenport Road, does not meet the criteria stipulated in the City of Toronto's Traffic Calming Policy for installing speed humps. The operating speed recorded on Dartnell Avenue is 39 km/h. This is less than the required 10 km/h over the warranted (40 km/h) speed limit. Also, this section of Dartnell Avenue carries less than the required 1,000 vehicles per day.

Installing speed humps on Dartnell Avenue, between Bridgman Avenue and Davenport Road, is not technically warranted or recommended.

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

## **Alternate Recommendations**

If, despite the findings above, the Toronto and East York Community Council determines that installing speed humps on Dartnell Avenue, between Bridgman Avenue and Davenport Road, would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Dartnell Avenue, between Bridgman Avenue and Davenport Road, to determine whether residents support the installation of speed humps, in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:

- (a) The City Solicitor prepare a by-law to alter a section of the roadway on Dartnell Avenue, between Bridgman Avenue and Davenport Road, for traffic calming purposes, generally as shown on the attached copy of Drawing No. 421F-9627, dated April 2009; and
- (b) Transportation Services take the necessary action to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Dartnell Avenue, between Bridgman Avenue and Davenport Road, 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 Dartnell Avenue must be formally polled. A minimum response of 50 percent plus one ballot is required, of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. Subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Dartnell Avenue, between Bridgman Avenue and Davenport 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. Dartnell Avenue, between Bridgman Avenue and Davenport Road, scored 6 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 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. We have advised emergency services that the subject location is being considered for the installation of traffic calming. Attached is a copy of a letter dated April 7, 2009, from Toronto Fire Services, in which they oppose the proposed speed hump installation. We have not received any other comments back at this time.

## **CONTACT**

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## **SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

## **LIST OF ATTACHMENTS**

- (1) Drawing No. 421F-9627, dated April 2009
- (2) Appendix A - Table 1: Traffic Calming Warrant Criteria
- (3) Appendix B – Letter dated April 7, 2009 from Toronto Fire Services

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