Traffic Calming - Dewbourne Avenue

Date: January 13, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 21, St. Paul's

SUMMARY

This staff report is about a matter that 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 staff have reviewed the need for traffic calming on Dewbourne Avenue, between Bathurst Street and Rosemary Lane/Road, to address residents' concerns regarding vehicles speeds. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied. Therefore, traffic calming should not be installed on Dewbourne Avenue, between Bathurst Street and Rosemary Road.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District, recommends that:

1. Toronto and East York Community Council deny the installation of traffic calming measures on Dewbourne Avenue, between Bathurst Street and Rosemary Lane/Road.

2. Toronto and East York Community Council request the General Manager of Transportation Services to review the feasibility of constructing a pedestrian sidewalk on Dewbourne Avenue, between Bathurst Street and Rosemary Lane/Road.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendations in this report.
This report addresses a new initiative.

Dewbourne Avenue, between Bathurst Street and Rosemary Lane/Road, is a 7.3 metre wide local road that operates two-way. The maximum speed limit on this section of Dewbourne Avenue is 50 km/h, however this speed limit will be lowered to 30 km/h in conjunction with other Toronto and East York District local roads with 50 km/h speed limits. There is no TTC service on Dewbourne Avenue and there is no sidewalk on either side of the street between Bathurst Street and Rosemary Lane/Road.

Analysis

Transportation Services conducted a mid-block speed and volume study on Dewbourne Avenue, between Bathurst Street and Rosemary Lane/Road, over a three-day mid-week period in September 2016. The study found the vehicular operating speed to be 40 km/h and the average daily traffic volume to be 1336 vehicles. The operating speed, also known as the 85th percentile speed, is the speed at which 85 per cent of vehicles travel at or below. The study findings were assessed against the City of Toronto's traffic calming policy and it was found that Dewbourne Avenue does not satisfy the installation criteria for traffic calming devices. More specifically, the recorded operating speed must be at least 10 km/h over a warranted 40 km/h speed limit to justify the installation of traffic calming devices.

A review of Toronto Police Service collision records for a three-year period ending July 1, 2016 did not find any reported collisions attributed to speeding on Dewbourne Avenue, between Bathurst Street and Rosemary Lane/Road.

Pedestrian safety

There is no continuous sidewalk on either side of Dewbourne Avenue, between Bathurst Street and Rosemary Lane/Road. The City of Toronto's traffic calming policy states that where there are no sidewalks on a local road being considered for traffic calming, the installation of a sidewalk on at least one side of the street must have first been considered.

If adequate sidewalks are not provided and pedestrians are forced to walk travel in the street, traffic calming devices such as speed humps can be problematic for people with impairments. Vertical deflections, such as speed humps force pedestrians to negotiate a change in elevation. Horizontal deflections such as curb build-outs, may cause pedestrians to be squeezed into the path of moving vehicles. In the interest of pedestrian safety, sidewalk facilities should be provided in conjunction with any traffic calming initiative.
The pavement width of Dewbourne Avenue, between Bathurst Street and Rosemary Lane/Road, is 7.3 metres. Two possible options for constructing a sidewalk along the street could potentially be explored.

1. Maintain the existing 7.3 metre pavement width and add a 1.5 metre sidewalk in the boulevard.

2. Narrow the existing 7.3 metre pavement width to a minimum of 6.6 metres and add a 1.5 metre sidewalk. This would have less of an encroachment into the boulevard, however, it would also require the removal of on-street parking.

There are several mature trees within the city boulevard on both sides of the subject section of Dewbourne Avenue which may impact the possible layout of any sidewalk.

**Emergency Services Comments**

Consultation with emergency services (Police, Fire and Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Paramedic Services have advised they would not be in favour of traffic calming, due to the impacts on response times and patient safety (see Appendix B). Comments have not been received from Toronto Fire Services and Toronto Police Service.

**Conclusion**

As noted above, our assessment indicates the safety and technical criteria as set out in the traffic calming policy have not been satisfied. Most importantly, the lack of a sidewalk on the subject section of Dewbourne Avenue is a pedestrian safety concern and a sidewalk should be incorporated into the design and layout of any physical traffic calming proposal.

Accordingly, the installation of traffic calming devices (speed humps) on Dewbourne Avenue, between Bathurst Street and Rosemary Lane/Road is not supported.

The attached technical summary entitled “Appendix A Table 1: Traffic Calming Warrant Criteria – Dewbourne Avenue” outlines the results of our assessment.
Councillor Joe Mihevc has been advised of the recommendations of this staff report.

CONTACT

Ann S. Khan, P. Eng.
Manager, Traffic Operations
Toronto and East York District
Transportation Services
Telephone: (416) 397-5021
Fax: (416) 392-1920
E-mail: Ann.Khan@toronto.ca

SIGNATURE

Dave Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

ATTACHMENTS

1. Drawing No. 421G-2368, dated January 2017
2. Appendix A - Table 1: Traffic Calming Warrant Criteria (Dewbourne Avenue)
**Appendix A**  
**Table 1: Traffic Calming Warrant Criteria**  
Dewbourne Ave., between Bathurst St. and Rosemary Ln./Rd.

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
</thead>
</table>
| Warrant 1    | Petition 1.1 | A petition requesting traffic calming must be signed by at least 25% of households on the street.  
OR A direct request for the Ward Councillor.  
Warrants #2 and #3 will not be considered unless Warrant #1 is satisfied. | Met – request from Councillor                                                                  |
| Impacts to Adjacent Streets |            | No significant traffic impacts on adjacent streets                                                                                                                                                    | Met – there should be minimal traffic spillover to adjacent streets, which should have minimal operational impacts. |
| Warrant 2    | Sidewalks 2.1            | Continuous sidewalks on at least one side of the 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 | NOT MET – no sidewalk on either side of Dewbourne Avenue and installation has not yet been considered. |
| Safety        | Road Grade 2.2         | Road grade 5% or less                                                                                                                                  | Met – Road grade of Dewbourne Avenue is less than 5%                                           |
| Requirements  | Emergency Response 2.3 | No significant impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff) | To be determined                                                                              |
| Warrant 3    | Minimum Speed 3.1       | 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.  
OR On streets where the 85th %ile speed exceeds the warranted speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2. | NOT MET – Speed studies show 85th %ile as 40 km/h (Sept. 2016)                                 |
| Technical     | Min. and Max. traffic Volume 3.2 | Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day  
Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day | MET – Local Road with 1336 veh./day (Sept. 2016)                                                   |
| Requirements  | Minimum Street Segment Length between stop controls 3.3 | Street segment length must exceed 120 meters between stop controls (signals or stop signs) | Met – Street segment is more than 120 meters between stop controls                               |
| Transit Service 3.4 | Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff) | Met – No TTC service                                                                         |
November 10, 2016

Mr. Brian Holditch
Traffic Operations
Transportation Services

Re: Traffic Calming Measures – Dewbourne Avenue, between Bathurst St and Rosemary Lane—Evaluation for the installation of speed humps.

Dear Mr. Holditch,

I have received and reviewed the proposal for installation of speed humps on Dewbourne Avenue, between Bathurst St and Rosemary Lane. I have the following comments:

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighborhood and we endeavor to support the wishes of the community to implement measures to improve upon these components.

As documented in the Traffic Calming Policy, Toronto Paramedic Services has concerns regarding the usage of traffic calming measures, specifically vertical obstacle measures such as speed humps. These have a negative impact on emergency call response times, travel times to hospital and on patient comfort during transport. This delay is cumulative with each obstacle and can directly impact patient outcome.

In addition to concern for patient outcome and safety it is noted that this proposal does not meet the Warrant Criteria as set out in the Policy. Therefore, Toronto Paramedic Services is opposed to the installation of traffic calming devices on Dewbourne Avenue, between Bathurst St and Rosemary Lane. It is important that the applicant fully understands the potential for delay in emergency response and that alternatives to vertical measures be considered and evaluated.

Yours truly,

Dawn Ainsworth
Superintendent, Toronto Paramedic Services
Planning, Special Events & Emergency Management

Copy: