

Traffic Calming (Speed Humps) - Duggan Avenue

Date: February 21, 2020
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 12, Toronto-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 Services staff reviewed the need for traffic calming, specifically the installation of speed humps, on Duggan Avenue, between Oriole Parkway and Lawton Boulevard, to address residents' concerns regarding vehicle 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 the subject section of Duggan Avenue.

RECOMMENDATION

The Acting Director, Traffic Management, Transportation Services, recommends that:

1. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Duggan Avenue, between Oriole Parkway and Lawton Boulevard.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Duggan Avenue, between Oriole Parkway and Lawton Boulevard, is a local roadway that operates two-way in the eastbound/westbound directions. It has a regulatory speed limit of 30 km/h and a daily two-way traffic volume of about 1,300 vehicles. The pavement width on Duggan Avenue is about 7.3 metres wide and sidewalks are provided on both sides of the roadway. Heavy trucks are prohibited at all times on Duggan Avenue and there is no TTC service provided.

Analysis

Transportation Services recently conducted mid-block speed and volume studies on Duggan Avenue, between Oriole Parkway and Lawton Boulevard, over three days during the mid-week. The studies found the vehicular operating speeds to be in the range of 42 to 44 km/h. 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 Duggan Avenue does not satisfy the installation criteria for traffic calming devices. More specifically:

- The operating speed of 42 to 44 km/h is under the required minimum of 10 km/h over the warranted speed limit (40 km/h for a local road).

Therefore, the installation of traffic calming on Duggan Avenue, between Oriole Parkway and Lawton Boulevard, is not warranted.

A review of Toronto Police Service collision records for a three-year period ending August 31, 2019 did not find any reported collisions on Duggan Avenue attributed to speeding.

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 Duggan Avenue, between Oriole Parkway and Lawton Boulevard, would be beneficial, it may approve the following:

"That the Toronto and East York Community Council:

1. Direct the Acting Director of Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Duggan Avenue, between Oriole Parkway and Lawton Boulevard, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

2. Subject to favourable results of the poll:

- (a) Authorize the installation of speed humps on Duggan Avenue, between Oriole Parkway and Lawton Boulevard; and
- (b) Direct the City Solicitor prepare a by-law to alter sections of the roadway on Duggan Avenue, between Oriole Parkway and Lawton Boulevard, to install five speed humps, generally as shown on the copy of 'Drawing No. 421G-3650', dated February 2020, attached to the report entitled 'Traffic Calming (Speed Humps) - Duggan Avenue' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing five speed humps on Duggan Avenue is \$20,000.00. Installation would be subject to availability in Transportation Services' 2020 Capital Funding and competing priorities.

Conduct Poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps must be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zones), of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. This section of Duggan Avenue is not designated as a Community Safety Zone. Should Toronto and East York Community Council approve the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Duggan Avenue, between Oriole Parkway and Lawton Boulevard.

If the poll supports the installation of speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

City Council, at its meeting held on May 22, 23 and 24, 2018 adopted, as amended, Public Works and Environment Committee Item PW29.6 entitled "Next Steps on Traffic Safety Measures" and, in so doing, delegated to community councils the authority to waive petition and polling requirements for traffic calming measures. As such, this option is available to Community Council.

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 and bicycle routes. Duggan Avenue, between Oriole Parkway and Lawton Boulevard, scored 28 ranking points out of a possible 100.

No alterations to parking regulations would be 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. However, the installation of 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 (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Comments have not been received from the Toronto Police Service, Toronto Fire Services or Toronto Paramedic Services.

Councillor Josh Matlow has been advised of the recommendation of this staff report.

CONTACT

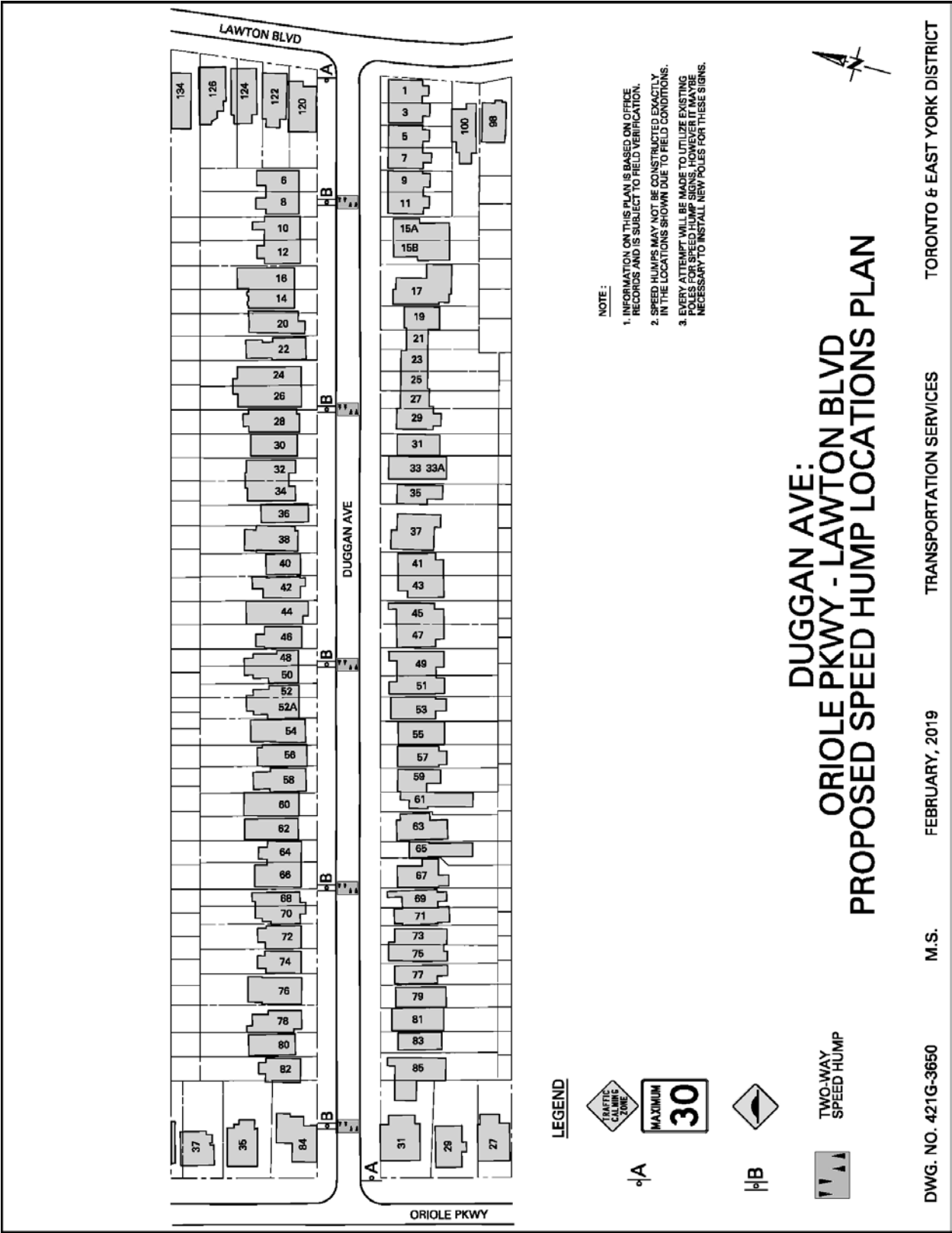
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SIGNATURE

Roger Browne, M.A.Sc., P.Eng.,
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ATTACHMENTS

1. Drawing No. 421G-3650, dated February 2020
2. Appendix A - Traffic Calming Warrant Criteria, Duggan Avenue



Appendix 'A' - Traffic Calming Warrant Criteria
Duggan Avenue, between Oriole Parkway and Lawton Boulevard

Warrant	Criterion	Requirement		Met/Not Met
Warrant 1 Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. OR A direct request from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.		Met – Direct request received from Ward Councillor's office
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets		Met – There should be no traffic spill-over to adjacent streets
Warrant 2 Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)	2.1 Sidewalks	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		Met – There is sidewalk present on both sides of the road
	2.2 Road Grade	Road grade 5% or less OR Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.		Met – The road grade on Duggan Avenue is less than 5%
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.		Comments have been requested
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th %ile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. OR On streets where the 85 th %ile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.		Not Met – Speed studies show 85 th percentile speed of 42 km/h in the eastbound direction and 44 km/h in the westbound direction on Duggan Avenue.
	3.2 Min. and Max. traffic Volume	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 – Duggan Avenue is a local road with approximately 1,300 vehicles total daily volume, between Oriole Parkway and Lawton Boulevard.
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		Met – Duggan Avenue, between Oriole Parkway and Lawton Boulevard, is about 365 metres in length.
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)		Met – No TTC service