

Traffic Calming (Speed Humps) - Dingwall Avenue

Date: February 12, 2020
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 14, Toronto - Danforth

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 have reviewed the need for traffic calming, specifically the installation of speed humps on Dingwall Avenue, between Pape Avenue and the east end of Dingwall Avenue, in response to a direct request from Councillor Fletcher. 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 Dingwall 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 Dingwall Avenue, between Pape Avenue and the east end of Dingwall Avenue.

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

In response to a direct request from Councillor Fletcher, Transportation Services has reviewed the feasibility of installing speed humps on Dingwall Avenue, between Pape Avenue and the east end of Dingwall Avenue. A resident petition was also forwarded to Traffic Operations attention, requesting the installation of speed humps, however the petition did not meet the 25% of affected household requirement.

Existing Conditions

Dingwall Avenue is a local roadway that operates two-way east-west traffic on a pavement width of about 7.3 metres. The daily average traffic volume is about 213 vehicles and the posted speed limit is 30 km/h. Heavy vehicles are prohibited at all times and TTC does not provide service on Dingwall Avenue.

Collision Review

A review of the Toronto Police Service collision records for the three-year period ending December 1, 2019, disclosed that three collisions occurred on Dingwall Avenue, between Pape Avenue and its eastern terminus. Further review of these collisions noted that none may have potentially been attributed to excessive speeding.

Analysis

Transportation Services conducted three days of mid-block speed and volume studies on Dingwall Avenue, between Pape Avenue and its eastern terminus, during a midweek period from November 26 to November 28, 2019.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that the subject segment of Dingwall Avenue does not satisfy the installation criteria for traffic calming devices. It should be noted that the study is based on the warranted speed limit of 40 km/h. The warrant was not met based on the following criteria:

- **Minimum Speed:** The operating speeds (also known as the 85th percentile speed and the speed at which 85 percent of vehicles travel at, or below) of 34 km/h for the subject segment of Dingwall Avenue is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria, and
- **Minimum Volume:** The average daily traffic volume of 213 vehicles for the subject segment of Dingwall Avenue, is less than the required minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on Dingwall Avenue, between Pape Avenue and the east end of Dingwall Avenue, is not warranted.

Appendix A entitled "Traffic Calming Warrant Criteria (Dingwall Avenue, between Pape Avenue and the east end of Dingwall Avenue)" outlines the results of our assessment for the subject segment of Dingwall Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council should recommend installing speed humps on Dingwall Avenue, between Pape Avenue and the east end of Dingwall Avenue, it may approve the following:

"That the Toronto and East York Community Council:

1. Direct the Acting Director, Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Dingwall Avenue, between Pape Avenue and the east end of Dingwall Avenue, 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 Dingwall Avenue, between Pape Avenue and the eastern terminus of Dingwall Avenue, and
 - (b) Direct the City Solicitor to prepare a by-law to alter the roadway to install three speed humps on Dingwall Avenue, between Pape Avenue and the east end of Dingwall Avenue, for traffic calming purposes, generally as shown on the copy of 'Drawing 421G-3654, dated February 2020', attached to the report entitled 'Traffic Calming (Speed Humps) - Dingwall Avenue' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing three speed humps on Dingwall Avenue is \$12,000. The installation of speed humps on Dingwall Avenue would be subject to availability in Transportation Services' 2020 Capital Funding estimates 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. Dingwall 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 Dingwall Avenue, between Pape Avenue and the eastern terminus of Dingwall Avenue.

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

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. Dingwall Avenue, between Pape Avenue and the eastern terminus of Dingwall Avenue, scored 7.13 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, speed humps would result in slower operating speeds for all vehicles, including emergency services, 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 Paula Fletcher has been advised of the recommendation of this staff report.

CONTACT

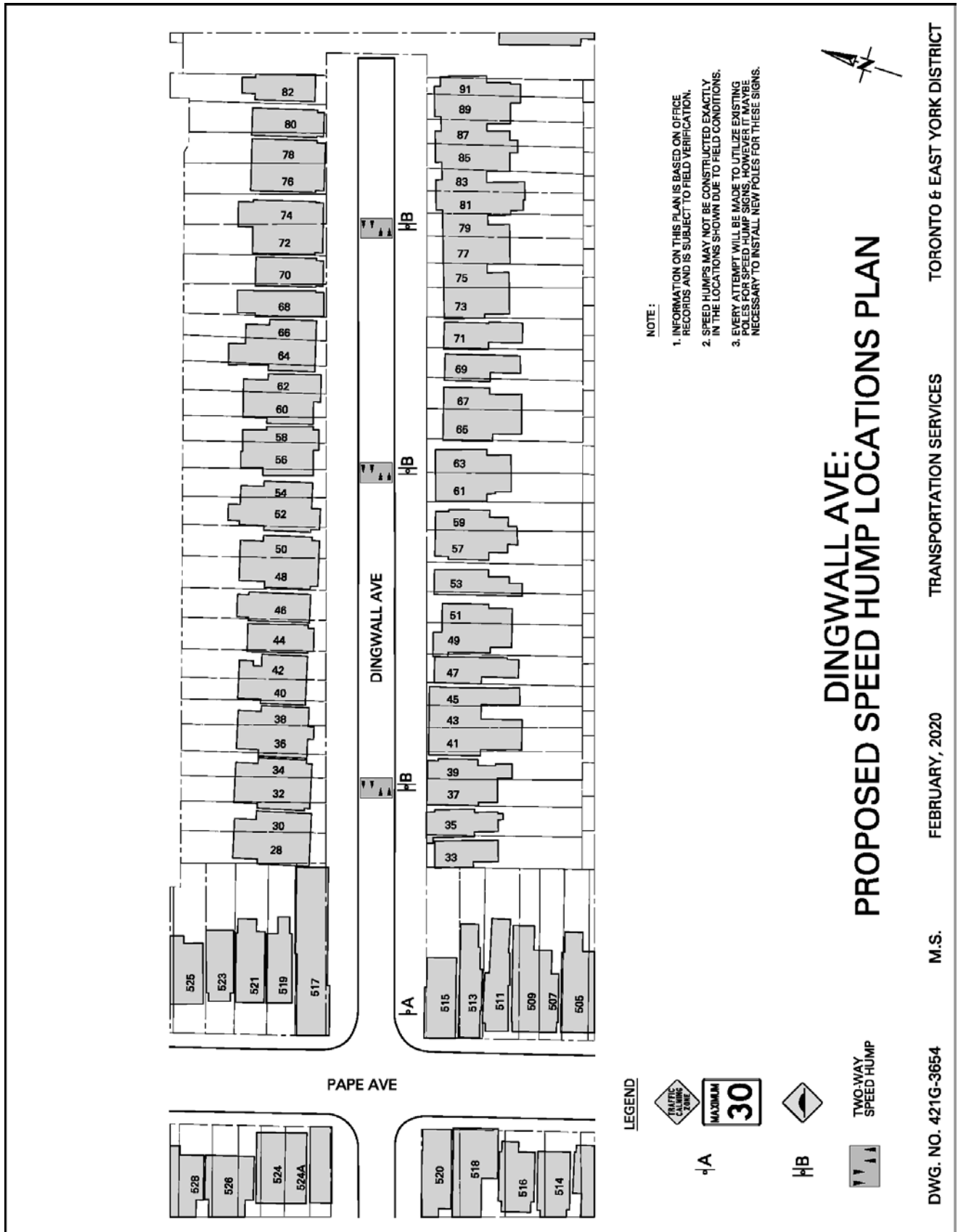
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SIGNATURE

Roger Browne, M.A.Sc., P.Eng.,
Acting Director,
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Transportation Services

ATTACHMENTS

1. Drawing No. 421G-3654, dated February 2020
2. Appendix A - Traffic Calming Warrant Criteria
Dingwall Ave., between Pape Ave. and the eastern terminus of Dingwall Ave.



Traffic Calming Summary
Dingwall Avenue
From Pape Avenue to its eastern terminus

All three of the following warrants must be achieved

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Warrant	Criterion	Requirement		Warrant Satisfied	
Warrant 1 Petition	1.1 Petition	Petition signed by at least 25% of the households on the street and/or Councilor's request. It should be noted that if significant impacts are expected on adjacent streets, these streets would be included in the study process.		Yes ☒ or No ☐	
Warrant 2 Safety Criteria [all three criteria must be fulfilled to satisfy warrant]	2.1 Sidewalks	Are there continuous sidewalks on at least one side of street [both sides for collector of higher classification] OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered		Yes ☒ or No ☐	
	2.2 Road Grade	Road grade does not exceed 8% [Traffic calming measures must not be installed at or near these locations where grade exceeds 8%]		Yes ☒ or No ☐	
	2.3 Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, <u>will not significantly affect service delivery</u>		Yes ☐ or No ☐	
Warrant 3 Technical Requirement [all four criteria must be fulfilled to satisfy warrant]	3.1 Minimum Speed	The 85 th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the volume warrant [3.2] must be fulfilled*		Yes ☐ or No ☒ (34 km/h)	
	3.2 Traffic Volumes	Local Road Traffic volume must be between 1,000 and 8,000 vehicles per day	Collector Road Traffic volumes must be between 2,500 and 8,000 vehicles per day	Yes ☐ or No ☒ (213 vpd)	
	3.3 Minimum Block Length	On streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres		Yes ☒ or No ☐	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant [as determined in consultation with TTC staff]		Yes ☒ or No ☐	
Warranted [yes/no]					Yes ☐ or No ☒

*If the 85th percentile [speed at or below which the majority of motorists feel comfortable traveling under the existing roadway conditions] exceeds the warranted speed limit by a minimum of 15 km/h, the volume warrant [3.2] does not apply