

Traffic Calming (Speed Humps) - Norcross Road and Dunsmore Gardens

Date: April 22, 2024

To: North York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 6, York Centre

SUMMARY

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

Transportation Services is recommending the installation of speed humps on Norcross Road and Dunsmore Gardens. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Norcross Road and Dunsmore Gardens.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. North York Community Council authorize the installation of speed humps on Norcross Road, between Faywood Boulevard and Dunsmore Gardens.
2. North York Community Council authorize the installation of speed humps on Dunsmore Gardens, between Norcross Road and Reiner Road
3. North York Community Council direct the City Solicitor to prepare a by-law to alter the roadways for the installation of two speed humps on Norcross Road and two speed humps on Dunsmore Gardens, generally as shown on Attachments 2 and 3, Drawings TC-252 and TC-253, dated April 2024, attached to the report entitled "Traffic Calming (Speed Humps) - "Norcross Road and Dunsmore Gardens" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing four speed humps on Norcross Road and Dunsmore Gardens is \$16,000. Funding is subject to availability and competing priorities within the Transportation Services 2024 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Norcross Road and Dunsmore Gardens. The residents are concerned that motorists travel at a high rate of speed on Norcross Road and Dunsmore Gardens.

Existing Conditions

Norcross Road is characterized by the following conditions:

- It is a two-lane, east-west, local roadway.
- It operates two-way traffic on a pavement width of approximately 8 metres.
- The daily two-way traffic volume is approximately 352 vehicles.
- The speed limit is 30 km/h.
- Heavy trucks are prohibited at all times.
- There is no Toronto Transit Commission (TTC) service provided on this road.
- There are no sidewalks located on either side of the street.

Dunsmore Gardens is characterized by the following conditions:

- It is a two-lane, north-south, local roadway.
- It operates two-way traffic on a pavement width of approximately 8 metres.
- The daily two-way traffic volume is approximately 795 vehicles.
- The speed limit is 30 km/h.
- Heavy trucks are prohibited at all times.
- There is no Toronto Transit Commission (TTC) service provided on this road.
- There are no sidewalks located on either side of the street.

Norcross Road and Dunsmore Gardens operate as one continuous local roadway that changes street names within the curve of the road.

The land use in the area consists of detached residential dwellings. Norcross Road and Dunsmore Gardens are not within a designated Community Safety Zone.

Maps of the area and proposed locations of the speed humps are included in Attachments 2 and 3.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume studies were conducted on Norcross Road and Dunsmore Gardens on November 7th, 2023.

The study results on Norcross Road disclosed the following:

- 24-hour total vehicle volume is 352 vehicles.
- The block length from Faywood Boulevard to Dunsmore Gardens is 248 metres.
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 43 km/h.
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 49 km/h.

The study results on Dunsmore Gardens disclosed the following:

- 24-hour total vehicle volume is 795 vehicles.
- The block length from Norcross Road to Reiner Road is 235 metres.
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 44 km/h.
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 49 km/h.

Based on the study results, Norcross Road and Dunsmore Gardens have satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres and the operating speeds are 13 km/h and 14km/h respectively over the warranted speed of 30km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Norcross Road and Dunsmore Gardens.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or cyclist.
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged.

- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions.

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Norcross Road and Dunsmore Gardens scored 45 ranking points out of a possible 100.

No alterations to parking regulations will be required, nor will 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.

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of this proposal.

Toronto Fire Services responded and advised they do not support the installation of speed humps as it may negatively impact their service delivery. A copy of their full response is included in Attachments 4 and 5. Toronto Paramedic Services and Toronto Police Service have not provided comments back at the time of writing this report. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

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SIGNATURE

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

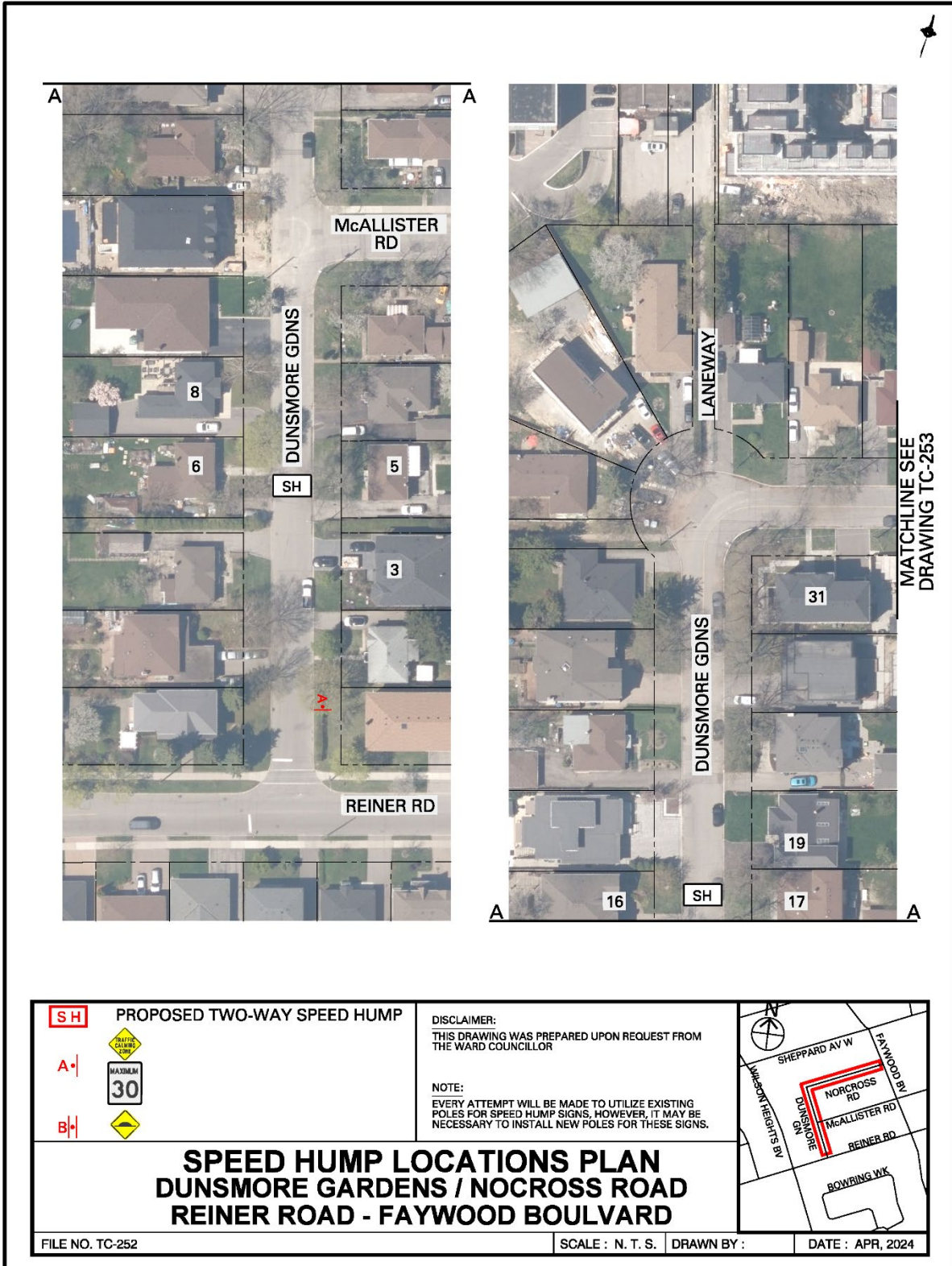
ATTACHMENTS

- Attachment 1: Traffic Calming Warrant - Norcross Road and Dunsmore Gardens
- Attachment 2: Speed Hump Locations Plan - Norcross Road and Dunsmore Gardens
- Attachment 3: Speed Hump Locations Plan - Norcross Road and Dunsmore Gardens
- Attachment 4: Letter from Toronto Fire Services, dated March 6, 2024.
- Attachment 5: Letter from Toronto Fire Services, dated March 6, 2024

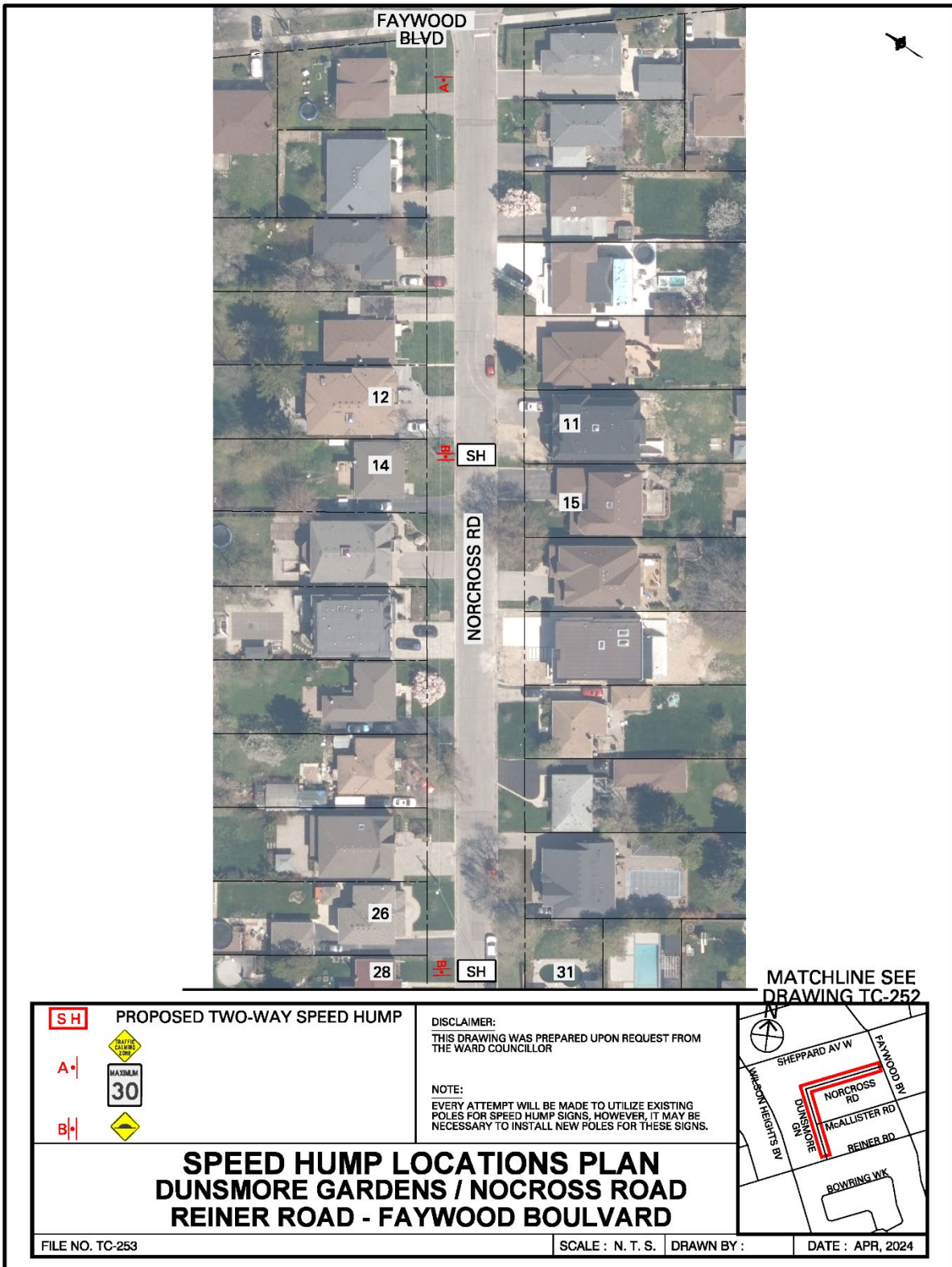
Attachment 1: Traffic Calming Warrant - Norcross Road

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	No
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	To be determined
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	N/A
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (43 km/h and 44km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (49 km/h and 49km/h)

Attachment 2: Speed Hump Locations Plan - Norcross Road and Dunsmore Gardens



Attachment 3: Speed Hump Locations Plan - Norcross Road and Dunsmore Gardens



Attachment 4: Letter from Toronto Fire Services, dated March 6, 2024



Matthew Pegg
Fire Chief and General Manager

Paul Raftis
Deputy City Manager
Community & Social Services

Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Email: OfficeoftheFireChief@toronto.ca

March 6, 2024

Lekhdip Bhatia
Traffic Operations Technical Trainee
Transportation Services
City of Toronto

RE: Norcross Road (Between Faywood Blvd. and Dunsmore Gardens) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Norcross Road (between Faywood Blvd and Dunsmore Gardens) and provide the following comments.

A site visit was conducted on March 6, 2024, and it was noted only 2 speed limit signs were posted and both were at the very east end of the road at the intersection with Faywood Blvd (one eastbound and one westbound).

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

Toronto Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the City of Toronto. However, careful consideration must be given to accepting a delay to emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic. Our recommendation is that non-physical measures be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles.

Regards,

Joseph Del Vasto
District Chief
Emergency Planning
Toronto Fire Services
(416) 338-9136

Attachment 5: Letter from Toronto Fire Services, dated March 6, 2024



Paul Raftis
Deputy City Manager
Community & Social Services

Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Matthew Pegg
Fire Chief and General Manager

Email: Office@theFireChief@toronto.ca

March 6, 2024

Lekhdip Bhatia
Traffic Operations Technical Trainee
Transportation Services
City of Toronto

RE: Dunsmore Gardens (Between Norcross Rd. and Reiner Rd.) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Dunsmore Gardens (between Norcross Rd. and Reiner Rd.) and provide the following comments.

A site visit was conducted on March 6, 2024 and no speed limit signs were observed on this road.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

Toronto Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the City of Toronto. However, careful consideration must be given to accepting a delay to emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic. Our recommendation is that non-physical measures be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles.

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