

Traffic Calming (Speed Humps) - Pitt Avenue

Date: September 3, 2024

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 20, Scarborough Southwest

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 Pitt Avenue, between Donside Drive and Conroy Avenue. 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 Pitt Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Pitt Avenue, between Donside Drive and Conroy Avenue.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of two speed humps on Pitt Avenue, between Donside Drive and Conroy Avenue, generally as shown on Attachment 2, Drawing TC-331 dated August 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Pitt Avenue" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing two speed humps on Pitt Avenue is \$8,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2025 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 Pitt Avenue, between Donside Drive and Conroy Avenue. The residents are concerned that motorists travel at a high rate of speed on Pitt Avenue.

Existing Conditions

Pitt Avenue 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 8.5 metres
- The daily two-way traffic volume is approximately 260 vehicles
- The speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided on the street
- There are sidewalks located on both sides of the street

The land use in the area consists of detached residential dwellings. This section of Pitt Avenue is not within designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 2.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Pitt Avenue on June 4 to 6, 2024.

The study results on Pitt Avenue disclosed the following:

- 24-hour total vehicle volume is 260 vehicles
- The block length from Donside Drive to Conroy Avenue is approximately 135 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 39.8 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 44.6 km/h

Based on the study results, Pitt Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 9.8 km/h over the warranted speed of 30 km/h and the 95th percentile is 14.6 km/h over the warranted speed of 30 km/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 Pitt Avenue.

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. Pitt Avenue, between Donside Drive and Conroy Avenue, scored 25 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 (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. Comments have not been received back at the time of writing this report from emergency services.

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

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ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Pitt Avenue
Attachment 2: Speed Hump Locations Plan - Pitt Avenue, Donside Drive - Conroy Avenue

Attachment 1: Traffic Calming Warrant - Pitt Avenue

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	Yes
	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	No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
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 (135 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (39.8 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (44.6 km/h)

Attachment 2: Speed Hump Locations Plan - Pitt Avenue, Donside Drive - Conroy Avenue

