

Traffic Calming (Speed Humps) - Reidmount Avenue

Date: February 3, 2024

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 22, Scarborough-Agincourt

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 Reidmount Avenue, between between Dowry Street and Kennedy Road. Staff's assessment indicates that the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Reidmount Avenue.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Reidmount Avenue, between Dowry Street and Kennedy Road.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of ten speed humps on Reidmount Avenue, between Dowry Street and Kennedy Road, generally as shown on Attachments 2 and 3, Drawings TC-449 and TC-450, dated January 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Reidmount Avenue" from the Director, Traffic Management, Transportation Services.
3. Subject to approval of Recommendations 1 and 2 above, Scarborough Community Council reduce the speed limit from 50 km/h to 30 km/h on Reidmount Avenue, between Dowry Street and Kennedy Road, in conjunction with the installation of speed humps.

FINANCIAL IMPACT

The estimated cost for installing ten speed humps on Reidmount Avenue is \$40,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2025 Interim 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 Reidmount Avenue, between Dowry Street and Kennedy Road. The residents are concerned that motorists travel at a high rate of speed on Reidmount Avenue.

Existing Conditions

Reidmount Avenue is characterized by the following conditions:

- It is a two-lane road classified as a local roadway
- It runs north-south and east-west, with a 90 degree curve located mid-block that is designated with a 20 km/h advisory speed
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 370 vehicles
- The speed limit is 50 km/h. Transportation Services advises that the speed limit is planned to be reduced to 30 km/h on this street by 2026+, consistent with Item 2019.IE6.8 (Vision Zero 2.0 – Road Safety Plan Update).
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are no sidewalks located on either side of the street

The adjacent land use in the area of Reidmount Avenue is mainly residential, consisting of detached, and semi-detached dwellings. This street is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 2 and 3.

Study Results

As part of the assessment of the warrant criteria, a three-day speed and volume study was conducted on Reidmount Avenue, between Dowry Street and Marilyn Avenue, from June 25 to 27, 2024.

The study results on Reidmount Avenue disclosed the following:

- 24-hour total vehicle volume is 370 vehicles
- The block length from Dowry Street to Kennedy Road is approximately 700 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 49 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 55 km/h

Based on the study results, Reidmount Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 19 km/h over the warranted speed of 30 km/h, and the 95th percentile speed is 25 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 for the section of Reidmount Avenue, between Dowry Street and Marilyn Avenue. Therefore, staff recommend the installation of speed humps for the entire length of Reidmount Avenue, between Dowry Street and Kennedy Road.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceeds 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. Reidmount Avenue, between Dowry Street and Marilyn Avenue, scored 65 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 Paramedic Services have also provided their comments. A copy of their full response is included in Attachment 4. Toronto Fire Services and Toronto Police Service has 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 - Reidmount Avenue, between Dowry Street and Marilyn Avenue.

Attachment 2: Speed Hump Locations Plan - Reidmount Avenue, Dowry Street - Kennedy Road (Matchline, see drawing TC-450)

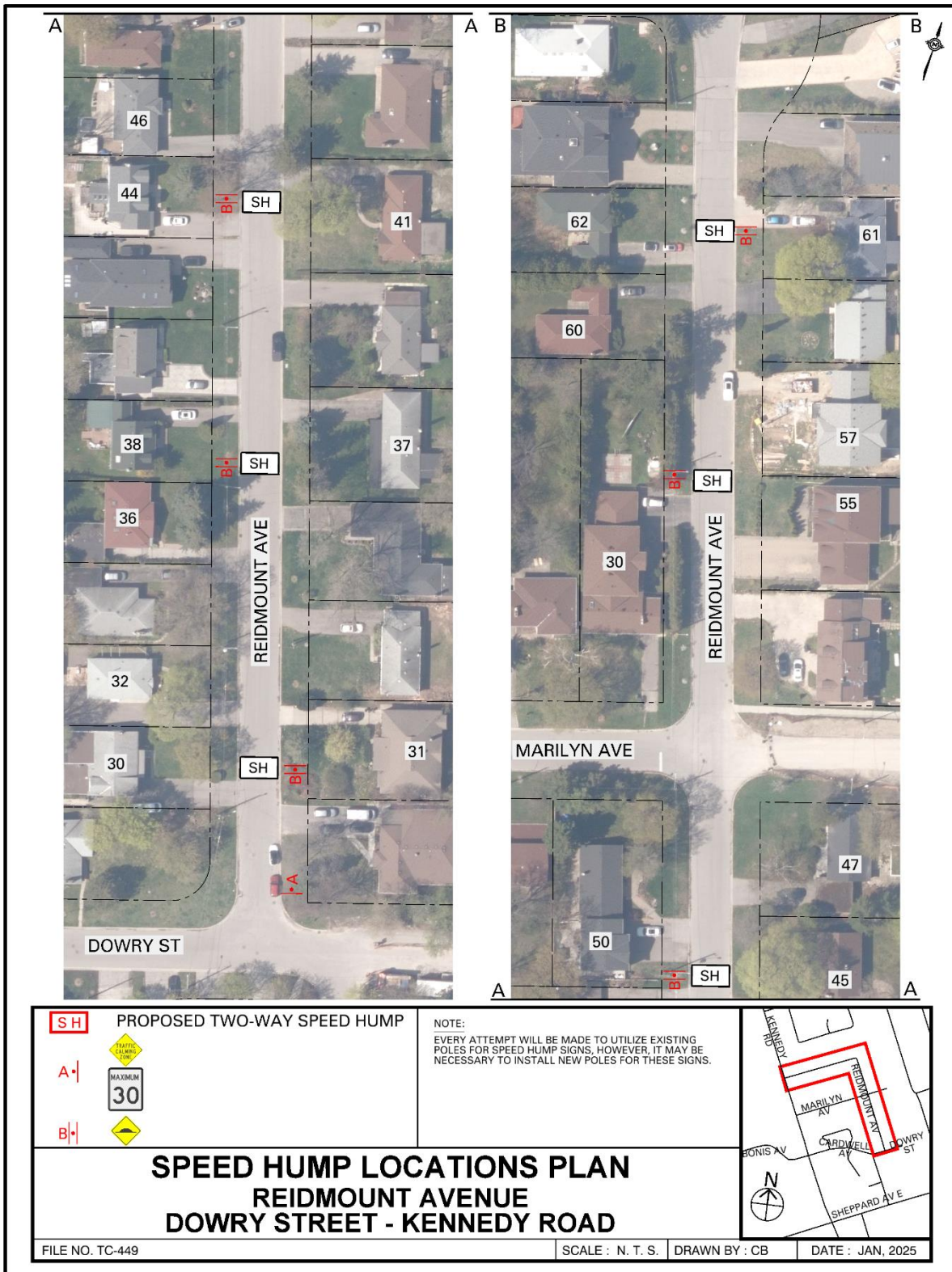
Attachment 3: Speed Hump Locations Plan - Reidmount Avenue, Dowry Street - Kennedy Road

Attachment 4: Letter from Toronto Paramedic Services, dated January 8, 2025

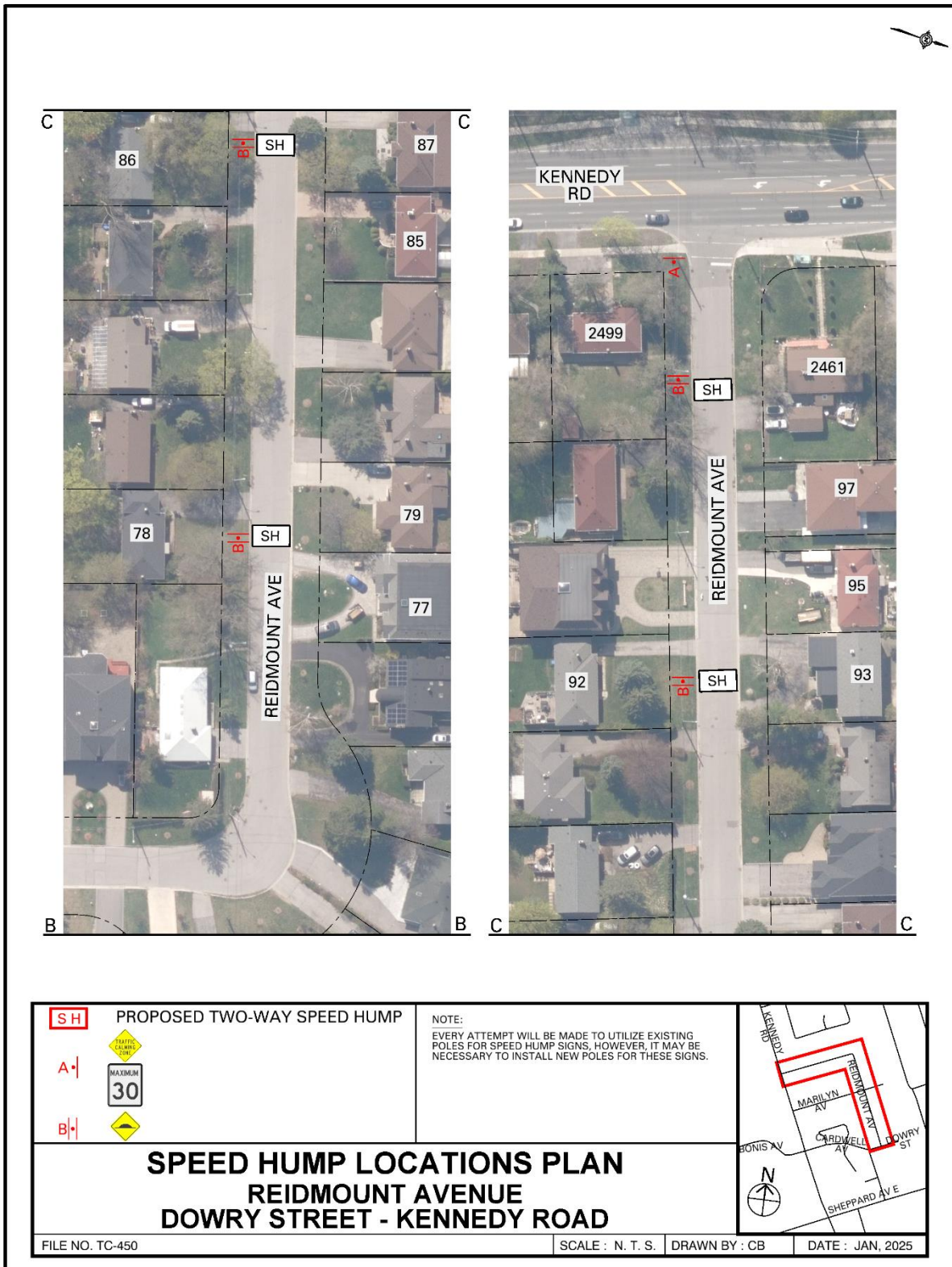
Attachment 1: Traffic Calming Warrant - Reidmount Avenue, between Dowry Street and Marilyn Avenue.

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	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	Yes
	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 (700 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (19 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (25 km/h)

Attachment 2: Speed Hump Locations Plan - Reidmount Avenue, Dowry Street - Kennedy Road (Matchline, see drawing TC-450)



Attachment 3: Speed Hump Locations Plan - Reidmount Avenue, Dowry Street - Kennedy Road



Attachment 4: Letter from Toronto Paramedic Services, dated January 8, 2025

From: [EMS Planning](#)
To: [Ghamdan Al-mukardi](#)
Cc: [Atif Sharif](#); [Jennifer Chung](#); [EMS Planning](#); [EMS Planning](#)
Subject: RE: Speed Humps_ Reidmount Avenue
Date: January 8, 2025 12:54:33 PM
Attachments: [image001.png](#)

We have received and reviewed the proposal for installation of speed humps on Reidmount Avenue, between Dowry Street and Kennedy Road, with the following comments:

The installation of speed humps on Reidmount Avenue, between Dowry Street and Kennedy Road, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Reidmount Avenue, between Dowry Street and Kennedy Road, serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

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 neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.