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To: Councillor Justin Di Ciano, Ward 5, Etobicoke-Lakeshore

From: Nazzareno Capano, Acting Manager, Traffic Operations-Etobicoke York District

Date: May 10, 2018

Subject: **Service Request # 7984252 – Old Dundas Street: Dundas Street West to Home Smith Park Road - Request for Traffic Calming**

This memorandum is in response to the request from your office, on behalf of area residents, to review concerns regarding vehicular speeds on Old Dundas Street between Dundas Street West and Home Smith Park Road and to determine if traffic calming measures is warranted or feasible. We apologize for the delay in responding and offer the following comments.

Context/History

Old Dundas Street is a 6.2 metres wide two-lane road classified in the City's Road Classification System as a "Local" road. It is located in a residential community south of Dundas Street West and east of Prince Edward Drive North. The roadway is built to rural standards (ditched) with no sidewalks on either side of the street. The speed limit on Old Dundas Street is 40 km/h.

Data Collection/Analysis

To address your concerns regarding speeding vehicles, automatic speed and volume counts were conducted on Old Dundas Street for a 48-hour period (June 13th and 14th, 2017) between Kingsway Crescent and Home Smith Park Road. The study revealed that the 85th percentile speed (the speed at or below which 85 percent of the motorists feel comfortable travelling given the prevailing traffic and roadway conditions) was 23 km/h with an average speed of 20 km/h. During our studies the instances of excessive speeding were not prevalent, as indicated in our attached *Technical Summary* document.

Application of our study data to the City of Toronto Traffic Calming Warrant reveals that traffic calming is not warranted on Old Dundas Street as the operating speed (85th percentile speed) recorded failed to meet the minimum requirement of 10 km/h over the warranted speed limit. The number of vehicles recorded (99) was also less than the required 1,000 vehicles per day for a "Local" road. Please see the attached *Technical Summary* for the warrant analysis.

In addition to our speed studies, we reviewed the collision history on Old Dundas Street, for a five-year period, January 1, 2012 to December 31, 2016. The Toronto Police Service collision records indicate a good safety record on this roadway with no reportable collisions where speed was identified as a contributing factor.

Conclusion/Recommendations

Based on our study results, observations and the collision history, the majority traffic on Old Dundas Street is operating in a safe and efficient manner with most motorists adhering to the 40 km/h speed limit. Based on the non-compliance of the Warrants, physical traffic calming is neither justified nor recommended at this time.

Should you have any questions, please call Mark Hargot, Supervisor of Traffic Operations, Etobicoke York District at (416) 394-8453.

Sincerely,



for

Nazzareno Capano, P. Eng.

Acting Manager, Traffic Operations, Etobicoke York District

JS/js

att.

Service Request #7984252

c. Street Files "Old Dundas Street"

TECHNICAL SUMMARY

Old Dundas Street – Dundas Street West to Home Smith Park Road

1.0 Existing Roadway Classification

Roadway	Road Classification	Typical Daily Vehicle Volume
Old Dundas Street	Local Road	Less than 2,500 vehicles

- 40 km/h speed limit on Old Dundas Street
- No sidewalks are present on the street

2.0 Volume and Speed Data

Speed Limit: 40 km/h

Study Location: Old Dundas Street: between Kingsway Crescent and Home Smith Park Road

Study Date & Location	Speed Ranges – Km/h (vehicles)					24 Hour Vehicle Total	24-hr 85 th Percentile
	1 – 40	41 – 50	51 – 55	56 – 60	> 60		
Tues. June 13/ 2017	99	0	0	0	0	99	23 km/h
Wed. June 14/ 2017	98	0	0	0	0	98	23 km/h

*The 85th percentile is the speed at or below which the majority of motorists feel comfortable travelling at under the existing roadway conditions.

3.0 Toronto Police Service Collision Records

Study Location: Old Dundas Street: Dundas Street West to Home Smith Park Road

Five-year (January 1, 2012 – December 31, 2016) review period for which we have complete data.

Year	Total Reported Collisions	Collisions Related to Speed	Collisions Involving Pedestrians \Cyclists*
2012	1	0	0
2013	0	0	0
2014	0	0	0
2015	1	0	0
2016	1	0	0\1*

TECHNICAL SUMMARY

Old Dundas Street

4.0 Traffic Calming Warrant

Warrant	Criterion	Requirement	Met	Not Met
<i>Warrant 1</i> Petition	1.1 Petition	Petition signed by at least 25% of the households on the street		✓
Impacts to adjacent streets		If significant impacts are expected on adjacent streets these streets should be included in the proposal		
Warrant 2 Safety Criteria (all three criteria must be fulfilled to satisfy warrant)	2.1 Sidewalks	Continuous sidewalks on at least one side of street (both sides for collector or higher classification) OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered		✓
	2.2 Road Grade	Traffic calming measures must not be installed at or near locations where road grade exceeds 8%	✓	
	2.3 Emergency Response	Impacts on Emergency Services will not be significant (to be determined in consultation with Fire Ambulance and Police)		To be determined
Warrant 3 Technical Requirements	3.1 Minimum Speed	The 85 th percentile speed must be a minimum of 10km/h over the warranted speed limit and the volume warrant of 3.2 must be fulfilled (3.2 not required if 85 th percentile > 15km/h over speed limit)		✓ 23 km/h 17 km/h below the speed limit
	3.2 Traffic Volumes	<i>Local Roads</i> Traffic volume must be between 1,000 and 8,000 vehicles per day	<i>Collector Roads</i> Traffic volumes must be between 2,500 and 8,000 vehicles per day	✓ Local Road 99 Veh. Per day
	3.3 Minimum Block Length	On streets where mid-block traffic calming measures are proposed the minimum block length must exceed 120 metres	✓	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Service vehicles will not be significant (as determined in consultation with TTC staff)	✓	
<p>Notes: 1) The review should be conducted from one intersecting collector street to another 2) Road classification as determined by the City's Road Classification System 3) Warranted speed limit is speed limit specified in the City of Toronto 40 km/h Speed Limit Warrant 4) Block length as measured from the centre to centre of controlled intersections (from either stop signs in the direction of travel or traffic control signals)</p>				

All criteria need to be met to warrant physical traffic calming, which is not the case on Old Dundas Street.