

**Request for Traffic Calming and One-Way Street
Operation on Thora Avenue**

Date:	December 22, 2006
To:	Scarborough Community Council
From:	Transportation Services, Scarborough District
Wards:	Ward 35 – Scarborough Southwest
Reference Number:	P:\2007\Cluster B\TRA\Scarborough\sc07015 D05-1157 Thora Traffic Calming

SUMMARY

This report responds to the feasibility and justification of installing traffic calming (speed humps) on Thora Avenue and the feasibility and justification of implementing a one-way street on Thora Avenue southbound from Danforth Avenue to Wakehood Street.

The results indicate that traffic calming measures were not warranted on this roadway and a one-way street conversion is not an effective speed control measure, and therefore should not be pursued at this time.

RECOMMENDATIONS

Transportation Services, Scarborough District, recommends that:

1. No changes to the existing parking regulations on Thora Avenue be considered at this time.

FINANCIAL IMPACT

There are no financial implications if Council agrees with the noted staff recommendation.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

Further to a request from former City Councillor Gerry Altobello, and a subsequent public meeting and petition from the residents of Thora Avenue (May 2006), Transportation staff reviewed the feasibility of installing traffic calming measures (speed humps), and/or one-way street designation on Thora Avenue.

ISSUE BACKGROUND

The introduction of traffic calming on either local or collector roadways is based on the City of Toronto's Traffic Calming Policy that was adopted by City Council in April of 2002

COMMENTS

Several factors involving the road profile of Thora Avenue include:

- Thora Avenue, is classified as a local roadway and it terminates approximately 100 metres south of Danforth Road, east of Victoria Park Avenue.
- There is an unposted default speed limit on this roadway of 50 km/h.
- Parking is prohibited at all times on both sides of Thora Avenue.
- The land uses on Thora Avenue and on neighbouring Wakehood Street, are a mix of single family residential and commercial light industrial uses, namely automotive repair and salvage operations.

Traffic volume and speed studies were undertaken on this roadway and applied to the City's Traffic Calming Warrant Criteria, to determine if traffic calming measures are justified on this roadway. The results of these studies reveal that traffic calming measures (including speed humps) are not justified on Thora Avenue at this time.

Specifically, the operating speed criterion stipulates that the 85th percentile speeds must be at least 10 km/h over the warranted speed limit (50 km/h) to qualify for traffic calming measures. The 85th percentile speed of traffic on Thora Avenue was measured at 31 km/h, which is well below the value required to satisfy the Traffic Calming Warrant Criteria.

Given the excellent speed compliance measured on this roadway, Transportation Services staff also considered the feasibility of the resident's request to implement a one-way street. However, one-way street conversions can have the following negative aspects:

- Converting to a one-way operation is not an effective speed control measure.
- Retrofitting an existing two-way roadway to a one-way system in an urban environment actually encourages higher operating speeds since there are no contrary traffic movements and the road travel width is wider.
- One-way road operations have a tendency to attract parking on both sides of the street, creating potential access/egress difficulties for area residents.

Furthermore, a one-way operation on Thora Avenue may encourage poor compliance due to the relatively short spacing between Wakehood Street and Danforth Avenue. The inconvenience of travelling around the block (motorists, who wish to travel east on Danforth Avenue would have to travel north on Victoria Park Avenue, from Wakehood Street, and turn right onto Danforth Avenue at the traffic control signals) verses taking a brief/illegal path against the one-way designation. Some motorists may feel that the benefits of easier access to Danforth Avenue from Thora Avenue would outweigh the relatively low risk of being reprimanded for travelling the wrong way on a one-way street. Ultimately, the potential for this to occur would further undermine the operational safety of Thora Avenue.

Transportation Services staff acknowledge the desire of the residents on Thora Avenue to reduce non-resident traffic by diverting some of the commercially based traffic onto Wakehood Street, thereby reducing the potential occurrences/instances of speeding.

However, Transportation Services staff feel that the benefits of providing a one-way street operation would ultimately not outweigh the potential for increased vehicle speeds, parking problems and other more serious operational safety concerns on this roadway.

CONTACT

Ian R. Harvey
Acting Manager, Traffic Operations, Scarborough District
Tel: 416-396-7148
Fax: 416-396-5681
E-Mail: iharvey@toronto.ca

SIGNATURE

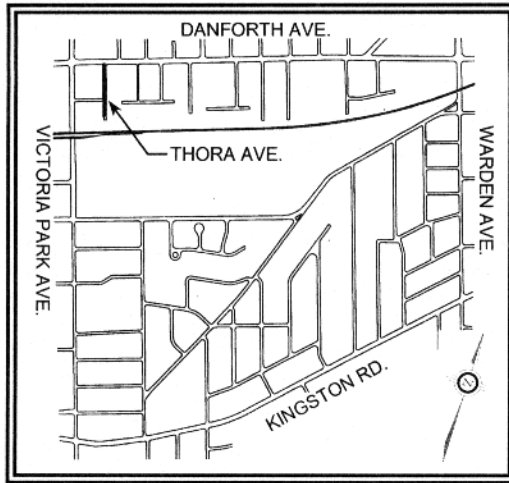


Peter J. Noehammer, P. Eng.
Director
Transportation Services, Scarborough District

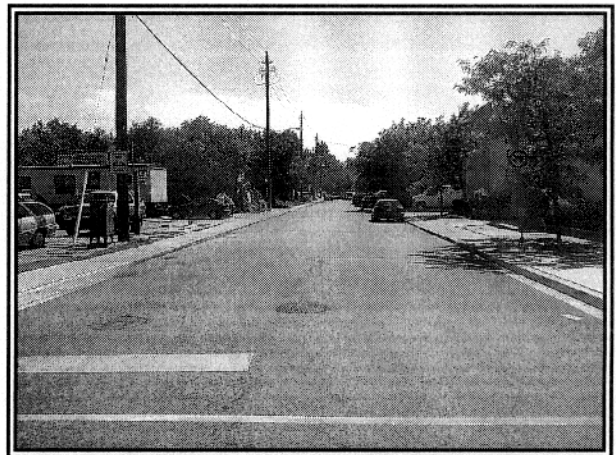
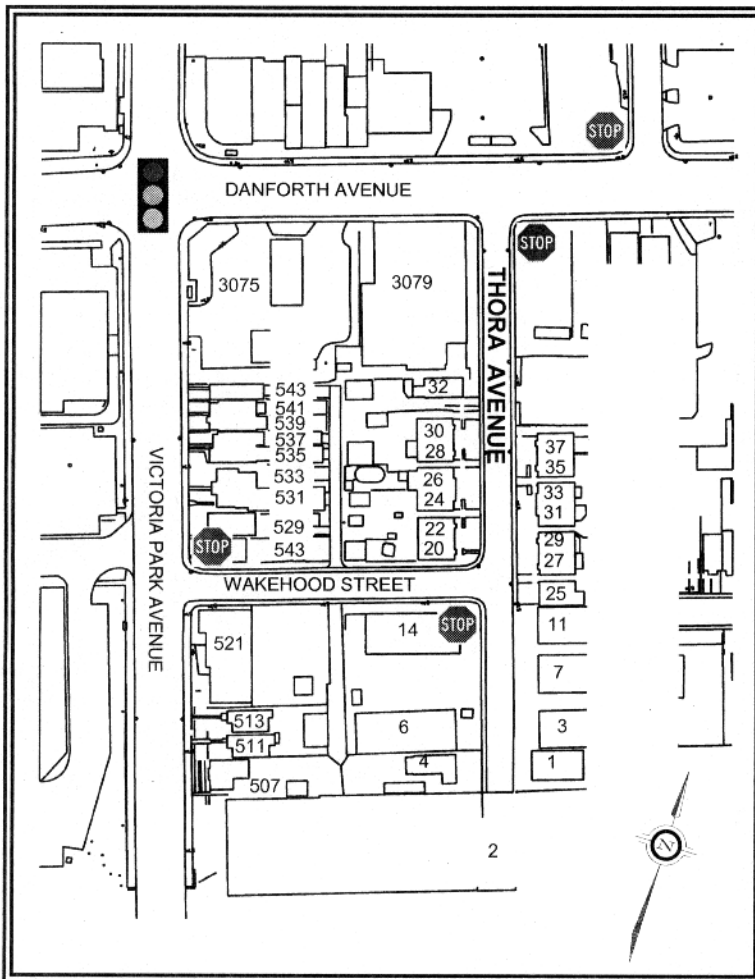
JAB/ARF:ca

ATTACHMENTS

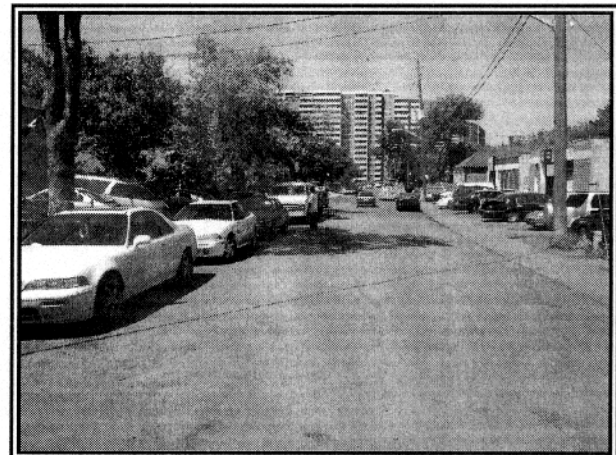
1. Location Plan (Thora Avenue)



KEY MAP



THORA AVENUE SOUTHBOUND
AT DANFORTH AVENUE



THORA AVENUE NORTHBOUND
SOUTH OF WAKEHOOD STREET

LEGEND



STOP SIGN



TRAFFIC
CONTROL
SIGNALS



TRANSPORTATION SERVICES

TRAFFIC OPERATIONS
Scarborough District

SCALE:	N.T.S.
DATE:	MAY 2006
DRAFTING:	M.R.

**LOCATION PLAN
THORA AVENUE**

FILE NUMBER:
D05 - 1157

WARD 36	ATTACHMENT 1
------------	-----------------