



TORONTO STAFF REPORT

May 29, 2006

To: Chairman and Members of the Scarborough Community Council

From: Peter J. Noehammer, Acting Director, Transportation Services,
Scarborough District

Subject: Feasibility of Implementing Traffic Calming on Thora Avenue
Ward 35 - Scarborough Southwest

Purpose:

To report on the feasibility and justification of installing traffic calming (speed humps) on Thora Avenue.

Financial Implications and Impact Statement:

There are no financial implications associated with receipt of this report.

Recommendation:

It is recommended that this report be received for information.

Background:

Further to a request from Councillor Gerry Altobello, Transportation staff reviewed the feasibility of installing traffic calming measures (speed humps), on Thora Avenue. Specifically, the majority of residents on Thora Avenue submitted a petition requesting that speed humps and/or a one way street designation be considered to mitigate speeding and other traffic violations on this street. Furthermore, Transportation Services staff also attended a public meeting with residents of Thora Avenue and Councillor Altobello on May 2, 2006.

Comments:

Thora Avenue, which is classified as a local roadway, terminates approximately 100 metres south of Danforth Road, east of Victoria Park Avenue. The un-posted default speed limit on this roadway is 50 km/h. Parking is presently 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 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.

Notwithstanding 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, experience has shown that a one-way street conversion is not an effective speed control measure. In fact, 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 there is more road space available. Moreover, a one-way road operation has a tendency to attract parking on both sides of the street, creating potential access and egress difficulties for area residents.

Conclusion:

When applying the traffic speed and volume studies undertaken on Thora Avenue to the City's Traffic Calming Warrant Criteria, study results revealed that Traffic Calming measures (speed humps) are not justified on Thora Avenue.

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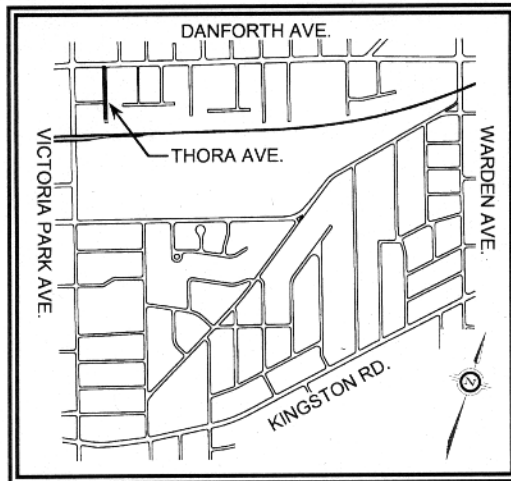


Peter J. Noehammer, P.Eng.
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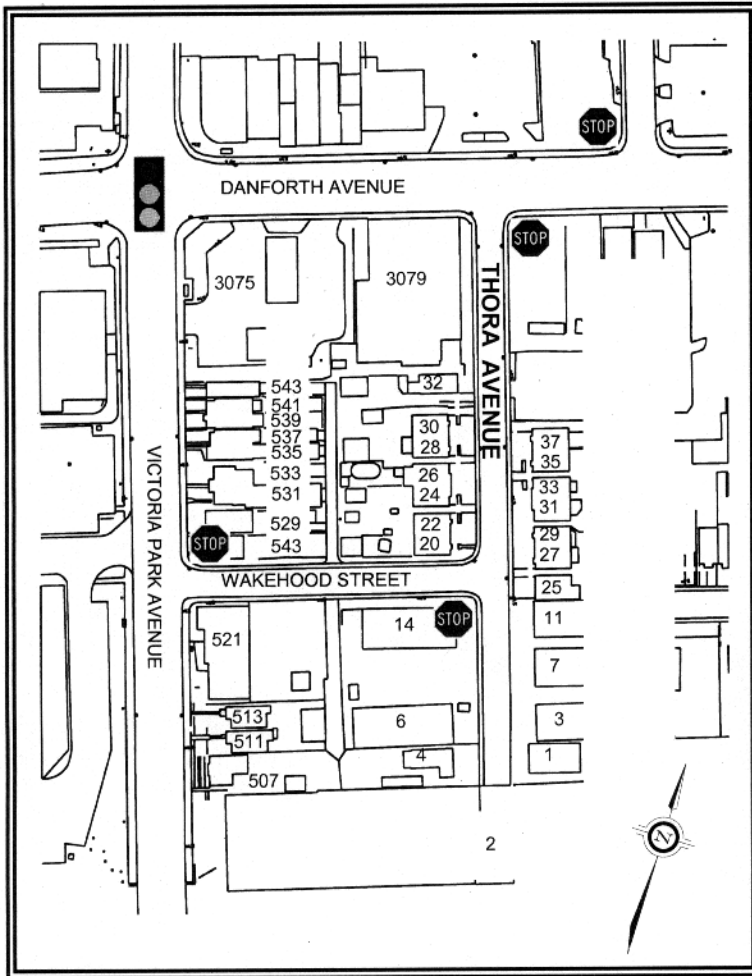
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List of Attachments:

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
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