



**STAFF REPORT
ACTION REQUIRED**

Dengate Avenue and Enroutes Street – Traffic Calming

Date:	March 1, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches – East York, Ward 32
Reference Number:	Ts07039te.top.doc

SUMMARY

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents’ concerns with the speed of traffic on Dengate Avenue and the north/south section of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street.

Our assessment indicates speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on these sections of Dengate Avenue and Enroutes Street at this time.

RECOMMENDATIONS

Transportation Services recommends to Toronto and East York Community Council that:

1. traffic calming not be installed on Dengate Avenue and the north/south section of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Dengate Avenue and the north/south section of Enroutes Street would be beneficial, the following financial impact will result:

1. the estimated cost for installing two speed humps would be \$6,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007

Capital Budget for traffic-calming initiatives. Installing speed humps on Dengate Avenue and the north/south section of Enroutes Street would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Sandra Bussin, Transportation Services staff studied Dengate Avenue and the north/south section of Enroutes Street to determine whether traffic-calming devices would address concerns with current traffic operations.

COMMENTS

Dengate Avenue and the north/south sections of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street, are local streets operating two-way (north/south) with a posted speed limit of 40 km/h and a pavement width of 9.4 metres. They have sidewalks on one side of the roadway and the road grade is less than 8 percent. Accordingly, we further considered the need for traffic-calming measures against the City of Toronto Traffic Calming Policy.

Analysis

Transportation Services staff have reviewed Toronto Police Service collision records for a three-year period ending November 1st, 2006. We found one collision on Dengate Avenue and Enroutes Street, north/south section, between Gerrard Street East and the east/west section of Enroutes Street. This collision did not involve a speeding vehicle.

Vehicle speeds and traffic volume are the prime criteria for installing traffic-calming devices. Other factors, including road width, pedestrian facilities and gradient are also considered in the assessment.

Dengate Avenue and Enroutes Street, north/south section, between Gerrard Street East and the east/west section of Enroutes Street, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 36 km/h is well below the minimum of 10 km/h over the posted speed limit that the traffic-calming policy requires. Also, the average daily volume of 950 vehicles per day is less than the required minimum of 1,000 vehicles per day. Finally, the spacing of 116 metres between Gerrard Street East and Musgrave Avenue is less than the minimum block length of 120 metres. Therefore, installing speed humps on Dengate Avenue and the north/south section of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street, is not warranted.

Appendix A outlines the assessment of the technical criteria in more detail.

Alternate recommendations

If, despite the findings above, the Toronto and East York Community Council determines that installing speed humps on Dengate Avenue and the north/south section of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Sandra Bussin to develop a speed hump plan;
2. Transportation Services poll eligible householders on Dengate Avenue and the north/south section of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy; and
3. subject to favourable results of the poll;
 - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Dengate Avenue and the north/south section of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street, for traffic-calming purposes, generally as the speed hump plan that Transportation Services circulated to residents during the polling process shows; and
 - (b) Transportation Services take the necessary action to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Dengate Avenue and the north/south section of Enroutes Street, between Gerrard Street East and the east/west section of Enroutes Street, when the speed humps are installed.

Conduct poll

The City of Toronto Traffic Calming policy stipulates householders who would be directly affected by installing speed humps on Dengate Avenue and the north/south section of Enroutes Street must be formally polled. A minimum response of 50 percent plus one ballot is established, of which at least 60 percent of the responding households must be in favour of installing speed humps in order to proceed with the installation. Accordingly, subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll householders on Dengate Avenue and Enroutes Street and would report the results to Councillor Bussin. If the poll supports speed humps on Dengate Avenue and the north/south section of Enroutes Street, Transportation Services staff would schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and the priority of installing speed humps is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Dengate Avenue and the north/south section of Enroutes Street scored 15 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected, and the effects on winter services, street cleaning and garbage collection should be minimal.

Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles, and could result in increased response times in the event of an emergency.

Emergency Services Comments

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. We have consulted with emergency services and Toronto Fire Service has provided a letter dated January 22, 2007 outlining their concerns with the installation of speed humps on Dengate Avenue and the north/south section of Enroutes Street. This letter is included as Appendix B.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services

ATTACHMENTS

Appendix A - Table 1: Traffic Calming Warrant Criteria
Appendix B - Letter from Toronto Fire Service dated January 22, 2007

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