



STAFF REPORT ACTION REQUIRED

Richard Avenue - 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:	Ts07068te.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 Richard Avenue, between Greenwood Avenue and Highfield Avenue.

Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Richard Avenue at this time.

RECOMMENDATIONS

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

1. traffic calming not be installed on Richard Avenue, between Greenwood Avenue and Highfield Avenue.

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 Richard Avenue would be beneficial, the following financial impact will result:

1. The estimated cost for installing three speed humps would be \$9,000.00. 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 Richard Avenue would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Sandra Bussin, Transportation Services studied Richard Avenue to determine whether traffic-calming devices would address concerns with current traffic operations.

COMMENTS

Richard Avenue, between Greenwood Avenue and Highfield Avenue, is a local street operating two-way (east/west) with a posted speed limit of 40 km/h and a pavement width of 7.3 metres. There are sidewalks on both sides of the roadway and the road grade is less than eight percent. Accordingly, we further considered the need for traffic-calming measures against the City of Toronto Traffic Calming Policy.

Toronto Police Service collision records indicate no collisions were reported on Richard Avenue for a three-year period ending November 1st, 2006.

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.

Richard Avenue, between Greenwood Avenue and Highfield Avenue, does not meet all the criteria for installing traffic-calming devices. Specifically, the average daily volume of 250 vehicles was significantly less than the 1,000 vehicles per day that the traffic calming policy requires. Also, the operating speed of 34 km/h was less than the posted speed limit. Therefore, installing speed humps on Richard Avenue, between Greenwood Avenue and Highfield Avenue, 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 Richard Avenue, between Greenwood Avenue and Highfield Avenue 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 Richard Avenue, between Greenwood Avenue and Highfield Avenue, 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 Richard Avenue, between Greenwood Avenue and Highfield Avenue, 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 actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Richard Avenue, between Greenwood Avenue and Highfield Avenue, 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 Richard Avenue 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 Richard Avenue, and would report the results to Councillor Bussin. If the poll supports installing speed humps on Richard Avenue, 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. Richard Avenue scored 2 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 written a letter dated January 22, 2007 outlining their concerns with the installation of speed humps which is included in this report 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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