



**STAFF REPORT  
ACTION REQUIRED**

**Garnock Avenue, between Hampton Avenue and Logan Avenue – Traffic Calming**

<b>Date:</b>	March 5, 2007
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Toronto - Danforth, Ward 30
<b>Reference Number:</b>	Ts07063te.top.doc

**SUMMARY**

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This 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 Garnock 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 Garnock Avenue at this time.

**RECOMMENDATIONS**

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

1. traffic calming not be installed on Garnock Avenue, between Hampton Avenue and Logan 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 Garnock 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 Garnock Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Paula Fletcher, Transportation Services staff studied Garnock Avenue to determine whether traffic calming devices would address concerns with current traffic operations.

## **COMMENTS**

Garnock Avenue is a local street operating two-way (east/west) between Hampton Avenue and Logan Avenue with a posted speed limit of 40 km/h and a pavement width of 7.3 metres. It has 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.

## **Analysis**

Transportation Services staff have reviewed Toronto Police Service collision records for a three-year period ending April 1, 2006. We found one collision on Garnock Avenue. This collision did not involve speeding vehicles.

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 this assessment.

Garnock Avenue does not meet all the criteria for installing traffic calming devices. Specifically, the operating speed of 42 km/h is below the minimum of 10 km/h over the posted speed limit that the traffic calming policy requires. Also, the average daily volume of 600 vehicles per day is less than the required minimum of 1,000 vehicles per day. Therefore, installing speed humps on Garnock Avenue is not warranted.

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

## **Alternate recommendations**

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Garnock Avenue would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Paula Fletcher to develop a speed hump plan;
2. Transportation Services poll eligible householders on Garnock Avenue, between Hampton Avenue and Logan 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 Garnock Avenue, between Hampton Avenue and Logan 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 Garnock Avenue, between Hampton Avenue and Logan 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 Garnock 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 alternative recommendations outlined above, Transportation Services would poll householders on Garnock Avenue and would report the results to Councillor Fletcher. If the poll supports speed humps on Garnock 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 speed humps installation 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. Garnock Avenue scored 10 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 Services has written a letter dated September 26, 2006 outlining their concerns regarding the installation of speed humps on Garnock Avenue, 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 September 26, 2006

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