



STAFF REPORT ACTION REQUIRED

Wolfrey Avenue, between Broadview Avenue and Bowden Avenue – Traffic Calming

Date:	August 8, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto - Danforth, Ward 30
Reference Number:	Ts07179te.top.doc

SUMMARY

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

Transportation Services staff have investigated installing traffic calming devices to reduce the operating speed of Wolfrey Avenue, between Broadview Avenue and Bowden Avenue.

The operating speed of the street is already below a level which would benefit from installing traffic-calming devices. Therefore, Transportation Services staff should not install speed humps on this section of Wolfrey Avenue.

RECOMMENDATIONS

The Transportation Services Division recommends that:

1. traffic-calming devices not be installed on Wolfrey Avenue, between Broadview Avenue and Bowden Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Community Council decides to approve installing traffic-calming devices on this section of Wolfrey Avenue, the following financial impact will result:

1. the estimated cost for installing three speed humps would be \$9,000.00.
Transportation Services has been allocated \$695,000.00 in its 2007 Capital budget for

traffic calming initiatives and installing speed humps on this section of Wolfrey Avenue would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Paula Fletcher Transportation Services staff studied this section of Wolfrey Avenue to determine whether installing traffic-calming devices was needed.

COMMENTS

Wolfrey Avenue, between Broadview Avenue and Bowden 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.

Transportation Services staff have reviewed Toronto Police Service collision records for a three-year period ending April 1, 2006. The records indicate two collisions on this section of Wolfrey Avenue. Both of which involved parked vehicles and could not be attributed to speeding vehicles.

We have assessed this section of Wolfrey Avenue against the City of Toronto's Traffic Calming Policy. According to the policy guidelines, vehicle speeds and traffic volume are the prime criteria for installing traffic-calming devices. Staff also consider other environmental factors, such as road width, pedestrian facilities and gradient. We also evaluated this section of Wolfrey Avenue for safety and found that it has sidewalks on both sides of the roadway and that the road grade is less than eight percent. Because the basic criteria were met, staff could continue to further consider speed humps. We further evaluated the proposal under the technical criteria, and have summarized the results in Appendix A.

Based on Transportation Services' assessment, Wolfrey Avenue, between Broadview Avenue and Bowden Avenue, does not meet all the criteria of the traffic-calming policy for installing traffic-calming devices. Specifically, the operating speed of 43 km/h is below the minimum of 10 km/h over the warranted speed limit that the traffic-calming policy requires. In addition, the average daily volume of 650 vehicles per day is less than the required minimum of 1,000 vehicles per day. Therefore, under the requirements of the traffic-calming policy, installing speed humps on Wolfrey Avenue, between Broadview Avenue and Bowden Avenue, is not warranted.

Alternate recommendations

Even though staff's findings were not favourable, if the Toronto and East York Community Council wishes to proceed with installing speed humps on Wolfrey Avenue, between Broadview Avenue and Bowden Avenue, it must recommend that:

1. Transportation Services consult with Councillor Paula Fletcher to develop a speed hump plan;

2. Transportation Services poll eligible householders on Wolfrey Avenue, between Broadview Avenue and Bowden Avenue to determine whether residents support the installation, and consult with Toronto Fire Service, Emergency Medical Service and Toronto Police Service, 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 Wolfrey Avenue, between Broadview Avenue and Bowden 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 reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Wolfrey Avenue, between Broadview Avenue and Bowden Avenue, at the same time as they install speed humps.

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.

Conduct poll

In accordance with the provisions of the City of Toronto traffic-calming policy, householders who would be directly affected by installing speed humps on this section of Wolfrey Avenue must be formally polled. Under this policy, Transportation Services must receive a minimum response of 50 percent plus one ballot, 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 Council of the alternative recommendations outlined above, Transportation Services' would poll householders on this section of Wolfrey Avenue and would report the results to Councillor Fletcher. If the poll supports installing speed humps on Wolfrey Avenue, between Broadview Avenue and Bowden Avenue, Transportation Services staff would schedule installation based on relative need and competing priorities.

Staff use a technical screening mechanism to determine relative need and to prioritize installing speed humps, based on traffic volume, vehicle speed percentages, speed related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Based on this technical assessment, Garnock Avenue scored 12 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.

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. At this time, we have consulted with emergency services and Toronto Fire Services has written a letter dated October 31, 2006 outlining their concerns regarding the installation of speed humps on this section of Wolfrey Avenue, which is included in this report as Appendix “B”.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Appendix “A” – Table 1: Traffic Calming Warrant Criteria
Appendix “B” – Letter from Toronto Fire Services dated October 31, 2006

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