



STAFF REPORT ACTION REQUIRED

Duggan Avenue – Traffic Calming

Date:	July 6, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	St. Paul’s, Ward 22
Reference Number:	Ts07155te.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 Duggan Avenue, between Oriole Parkway and Lawton Boulevard.

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

RECOMMENDATIONS

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

1. traffic calming not be installed on Duggan Avenue, between Oriole Parkway and Lawton Boulevard.

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

1. The estimated cost for installing four speed humps would be \$12,000.00. Transportation Services has requested that funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic calming initiatives. Installing speed humps on Duggan Avenue would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Michael Walker, Transportation Services studied Duggan Avenue between Oriole Parkway and Lawton Boulevard to determine whether traffic calming devices would address concerns with current traffic operations.

COMMENTS

Duggan Avenue, between Oriole Parkway and Lawton Boulevard, is a local street that operates two-way with a legal speed limit of 40 km/h and a pavement width of 7.3 metres. There is no TTC service on this street.

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.

Toronto Police Service collision records indicate that no speed-related collisions were reported during a three-year period ending March 31, 2007.

Duggan Avenue, between Oriole Parkway and Lawton Boulevard does not meet all the criteria for installing traffic calming devices. Specifically, the operating speed of 46 km/h is less than the required 10 km/h over the posted speed limit. Also the recorded daily traffic volumes of 460 vehicles is less than the minimum required volume of 1,000 vehicles per day. The average speed recorded on Duggan Avenue was 34 km/h. Therefore, installing speed humps on Duggan Avenue, between Oriole Parkway and Lawton Boulevard, 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 Duggan Avenue, between Oriole Parkway and Lawton Boulevard would be beneficial, it may approve the following:

1. Transportation Services poll eligible householders on Duggan Avenue, between Oriole Parkway and Lawton Boulevard, to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy; and
2. subject to favourable results of the poll;
 - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Duggan Avenue, between Oriole Parkway and Lawton Boulevard 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 Duggan Avenue, between Oriole Parkway and Lawton Boulevard, 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 Duggan 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 Duggan Avenue, and would report the results to Councillor Walker. If the poll supports installing speed humps on Duggan 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. Duggan Avenue between Oriole Parkway and Lawton Boulevard scored 5 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've advised emergency services that the subject location was being considered for the installation of traffic calming. Toronto Fire Services, in a letter dated September 15, 2006, have advised that they are opposed to these speed humps, as they would slow their responding vehicles and affect their ability to deliver service in the quickest possible manner.

CONTACT

Randy Hillis, Transportation Technologist
Traffic Operations, Toronto and East York District
Phone: (416) 338-5430
Fax: (416) 392-1920
E-mail: rhillis@toronto.ca

SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services

ATTACHMENTS

Drawing No. 421F-9005, dated July 2007
Appendix A - Table 1: Traffic Calming Warrant Criteria
Appendix B – Letter from Fire Services

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