



STAFF REPORT ACTION REQUIRED

First Avenue at Logan Avenue – Alternatives for Traffic Calming

Date:	January 2, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto-Danforth, Ward 30
Reference Number:	Ts07031tey.top.doc

SUMMARY

Transportation Services staff have reviewed options for calming traffic on First Avenue at the Logan Avenue intersection. Specifically, we looked at slowing traffic in the vicinity of the driveway on the south side of First Avenue, just west of Logan Avenue.

We have concluded that the intersection is operating in a safe manner and that the volumes of traffic and operating speeds on the section of First Avenue in the vicinity of the driveway are currently below a level which would appreciably benefit from traffic calming. Further, the driveway has suitable sight lines and is operating safely.

RECOMMENDATIONS

Transportation Services recommends that:

1. traffic calming devices not be installed on First Avenue at Logan Avenue.

Financial Impact

The adoption of the above-noted Recommendation would not result in any financial impact. If, however, Council decides to approve installing traffic calming devices on First Avenue, the following financial impact will result:

1. The estimated cost for installing an additional speed hump on First Avenue, in addition to the speed humps previously identified in the May 29, 2006 staff report, would be \$3,000.00 or \$21,000 for the plan in total. Transportation Services has requested that the 2007 Capital budget process allocate \$750,000.00 for traffic

calming initiatives and this installation would be subject to competing priorities and funding availability.

DECISION HISTORY

City Council at its meeting of September 25, 26, 27 and 28, 2006, referred Clause 55b of Toronto and East York Community Council Report No. 5, (containing a report dated May 29, 2006 from Transportation Services regarding traffic calming on First Avenue between Broadview Avenue and Logan Avenue) to the General Manager, Transportation Services, for a report to the first meeting of Toronto and East York Community Council in 2007, on the possibilities of traffic calming on First Avenue at Logan Avenue.

COMMENTS

First Avenue at Logan Avenue is a local street, operating one-way eastbound with a posted speed limit of 40 km/h and a pavement width of 6.4 metres. On the south side of First Avenue, approximately 10 metres west of Logan Avenue is a driveway servicing Premises No. 444 Logan Avenue. Residents using this driveway have expressed concerns about the speed of eastbound vehicles approaching the stop sign on First Avenue at Logan Avenue.

Staff reviewed operating characteristics of First Avenue in the vicinity of the driveway 10 metres west of Logan Avenue on the south side of First Avenue and have determined that sight lines are sufficient and that its operation is safe.

Nonetheless, we did review options to further reduce speeds approaching the driveway and intersection. One possibility would be narrowing the intersection by building out the curbs to further reduce vehicular speeds. This measure could impact on parking inventory and roadway maintenance operations. It would also be relatively costly (approximately \$30,000) and the results in the vicinity of the driveway may not be noticeable.

A further alternative would be the installation of a speed hump on First Avenue approaching the driveway. The intent of speed humps is to encourage a lower, but consistent level of vehicular speeds along a given route. Therefore, if this alternative is pursued, it should be done as part of an overall traffic calming plan for First Avenue, from Broadview Avenue to Logan Avenue, as discussed in the May 29, 2006 staff report. An additional speed hump in the vicinity of the driveway as an element of the plan would deal with the specific concern, but at the same time not compromise the general operation on First Avenue, as would a single isolated speed hump at that location.

Alternate recommendations

Although the factors with respect to installing traffic calming on First Avenue are as described in the May 29, 2006 staff report, should Toronto and East York Community Council wish to proceed with the installation of an additional speed hump on First Avenue in the vicinity of the driveway, in conjunction with a speed hump plan for First Avenue, from Broadview Avenue to Logan Avenue, the following alternative recommendations should be adopted:

1. Transportation Services staff be authorized to develop a speed hump plan, including a speed hump approaching the driveway on the south side of First Avenue, west of Logan Avenue, in consultation with the Ward Councillor;
2. eligible householders on First Avenue, from Broadview Avenue to Logan Avenue, be polled 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 First Avenue, between Broadview Avenue and Logan Avenue, for traffic calming purposes, generally as the speed hump plan that Transportation Services staff circulate to residents during the polling process shows; and
 - (b) the speed limit be reduced from forty kilometres per hour to thirty kilometres per hour on First Avenue, between Broadview Avenue and Logan Avenue, at the same time as speed humps are installed.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Appendix "A" – Table 1: Traffic Calming Warrant Criteria

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