



STAFF REPORT ACTION REQUIRED

Swanwick Avenue, between Main Street and Malvern Avenue – Traffic Calming

Date:	January 17, 2008
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches – East York, Ward 32
Reference Number:	Ts08028te.top.doc

SUMMARY

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming on Swanwick Avenue, between Main Street and Malvern Avenue to address residents' concerns with the speed of traffic.

The speed of vehicles on the street is already below a level which would benefit from traffic-calming devices and stop signs are closely spaced. Therefore, speed humps should not be installed on this section of Swanwick Avenue at this time.

RECOMMENDATIONS

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

1. traffic calming not be installed on Swanwick Avenue, between Main Street and Malvern 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 Swanwick Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing 4 speed humps would be \$12,000.00. Funds in the amount of \$295,000.00 have been allocated in the Transportation Services 2008

Capital Budget for traffic calming initiatives. Installing speed humps on Swanwick Avenue would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Sandra Bussin, Transportation Services staff studied Swanwick Avenue, between Main Street and Malvern Avenue to determine whether traffic calming devices would address concerns with current traffic operations.

COMMENTS

Swanwick Avenue, between Main Street and Malvern 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. Sidewalks exist on both sides of the roadway and the road grade is less than 5 percent. Swanwick Avenue has “All-way Stop” control at its intersection with Kimberly Avenue, Osborne Avenue and Wayland Avenue. There is no TTC service on Swanwick Avenue.

Analysis

Vehicle speeds and traffic volume are the prime criteria for installing traffic calming devices and other factors, including road width, pedestrian facilities and gradient are also considered in the assessment.

Swanwick Avenue, between Main Street and Malvern Avenue does not meet all the criteria for installing traffic calming devices. Specifically, the operating speed (36 km/h) is less than 10 kilometres per hour over the warranted 40 kilometre per hour speed limit, and all street segments are less than 120 metres in length between stop controls. Therefore, installing speed humps on Swanwick Avenue, between Main Street and Malvern Avenue, is not warranted.

Our review of the Toronto Police Service collision records for a three-year period ending September 1, 2007 indicates three reported collisions on this section of Swanwick Avenue; one involved a fast moving vehicle.

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 Swanwick Avenue, between Main Street and Malvern Avenue would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Bussin to develop a speed hump plan;
2. Transportation Services poll eligible residents on Swanwick Avenue, between Main Street and Malvern 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 Swanwick Avenue, between Main Street and Malvern 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 Swanwick Avenue, between Main Street and Malvern Avenue, when the speed humps are installed.

Conduct poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on this section of Swanwick Avenue must be formally polled. A minimum response of 50 percent plus one ballot is established, of which at least 60 percent of the respondents 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 eligible residents on this section of Swanwick Avenue. If the poll supports speed humps on Swanwick Avenue, between Main Street and Malvern 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 hump 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. This section of Swanwick Avenue scored 25 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.

Speed humps would 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. At this time we have consulted with emergency services but have not received any specific comments at this time. However, Toronto Fire Services has provided the following general statement in the past regarding the installation of speed humps:

“...Toronto Fire Service is supportive of initiatives that improve the life safety of our citizens. Our concern is that the physical calming measures being proposed may negatively impact emergency response to the area.

The vertical restrictions imposed by speed humps have a much greater affect on large fire vehicles than smaller passenger vehicles. Response time increases with every obstacle a fire vehicle encounters en route from the fire station to the incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time that could result in increased property damage, unnecessary injury or loss of life.

Speed humps are generally hard on large, heavy vehicle (fire vehicles) and increase the potential to suffer mechanical damage. This in turn can lead to a vehicle being placed out of service for considerable periods of time. Aside from the costs associated with repairs, there is a decrease in the resources available to respond to other emergency situations.”

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Drawing No. 421F-9174, dated January 2008
Appendix “A” – Table 1: Traffic Calming Warrant Criteria

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