



STAFF REPORT ACTION REQUIRED

Traffic Calming – Beaton Avenue, between Wrenson Road and Gerrard Street East

Date:	May 4, 2010
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches – East York, Ward 32
Reference Number:	Ts10065te.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 reviewed the need for traffic calming on Beaton Avenue, between Wrenson Road and Gerrard Street East. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied; therefore, speed humps should not be installed on Beaton Avenue at this time.

RECOMMENDATIONS

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

1. traffic calming not be installed on Beaton Avenue, between Wrenson Road and Gerrard Street East.

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 Beaton Avenue, between Wrenson Road and Gerrard Street East, would be beneficial, the following financial impact will result:

1. The estimated cost for installing two speed humps would be \$6,000.00. Funds in the amount of \$418,000.00 have been allocated in the Transportation Services 2010 Capital Budget for traffic calming initiatives. Installing speed humps on Beaton Avenue would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Sandra Bussin, Transportation Services staff reviewed the need for traffic calming on Beaton Avenue, between Wrenson Road and Gerrard Street East.

COMMENTS

Beaton Avenue is an 8.5-metres wide, local two-way roadway that runs north from Wrenson Road to Gerrard Street East, two blocks east of Coxwell Avenue. Beaton Avenue forms stop-controlled T-type intersections on the north side of Wrenson Road and on the south side of Gerrard Street East. There is a 50 km/h speed limit on Beaton Avenue and a heavy truck prohibition. There is no TTC service on Beaton Avenue.

Analysis

Traffic Calming

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.

Beaton Avenue, between Wrenson Road and Gerrard Street East, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 46 km/h is below the minimum of 10 km/h over the posted speed limit and the daily volume of 686 vehicles per day is less than the required minimum 1000 vehicles per day; therefore, installing speed humps on Beaton Avenue, between Wrenson Road and Gerrard Street East, is not technically justified.

A review of Toronto Police Service collision records for the three-year period ending December 31, 2009 revealed that two collisions were reported on Beaton Avenue, between Wrenson Road and Gerrard Street East. In both collisions a motorist reversed from a driveway, one colliding with a parked vehicle, the other with a northbound vehicle. Neither collision involved a pedestrian.

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 Beaton Avenue, between Wrenson Road and Gerrard Street East, 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 householders on Beaton Avenue, between Wrenson Road and Gerrard Street East, to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy.
3. subject to favourable results of the poll;
 - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Beaton Avenue, between Wrenson Road and Gerrard Street East, for traffic calming purposes, generally as the speed hump plan that Transportation Services circulated to residents during the polling process shows;
 - (b) Transportation Services take the necessary actions to reduce the speed limit from fifty kilometres per hour to thirty kilometres per hour on Beaton Avenue, between Wrenson Road and Gerrard Street East, 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 Beaton 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 Beaton Avenue. If the poll supports speed humps on Beaton 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. Beaton Avenue scored twelve 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. Manick Noormahamud, District Chief, Emergency Planning Research and Development, Toronto Fire Services, and Shamez Kassam, Senior EMS Planner, Toronto EMS, provide their comments in the attached letters dated March 25 and 29, 2010.

CONTACT

Shawn Dartsch, Transportation Technologist
Traffic Operations, Toronto and East York District
Telephone: 416-338-5398
Fax: 416-392-1920
E-mail: sdartsch@toronto.ca

SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

ATTACHMENTS

- (1) Drawing No. 421G-0001, dated April, 2010
- (2) Appendix A – Table 1: Traffic Calming Warrant Criteria
- (3) Appendix B – March 25, 2010 letter from Toronto Fire Services
- (4) Appendix C - March 29, 2010 letter from Toronto Emergency Medical Services

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Table 1: Traffic Calming Warrant Criteria

Beaton Avenue, between Wrenson Road and Gerrard Street East

Warrant	Criterion	Requirement		Met/Not Met
Warrant 1 Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. OR A direct request for the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.		Met – Request from Councillor
	Impacts to Adjacent Streets	No significant traffic impacts on adjacent streets		Met – Low traffic volume on Beaton Avenue
Warrant 2 Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)	2.1 sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). OR Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered		MET – Sidewalks on one side of Beaton Avenue
	2.2 Road Grade	Road grade 5% or less OR Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.		Met – Road grade less than 8%
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.		Not Met – EMS oppose
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th %ile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. OR On streets where the 85 th %ile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.		NOT MET – Speed studies show 85 th %ile as 46 km/h (Jan 12, 2010)
	3.2 Min. and Max. traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day	NOT MET – Local Road with 686 veh/day (Jan 12, 2010)
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 metres between stop controls (signals or stop signs)		Met
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)		Met – No TTC service