



**STAFF REPORT
ACTION REQUIRED**

**Traffic Management Plan – Junction Triangle Area
(Delegated Items)**

Date:	November 5, 2013
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Davenport, Ward 18
Reference Number:	Ts2013208te.top.doc

SUMMARY

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

Transportation Services is responding to a request from Councillor Ana Bailão to report on a number of requests in the Junction Triangle Area. The area is bounded by Bloor Street West to the south, Lansdowne Avenue to the east, and the CN tracks to the north and west. The residents have numerous traffic concerns, including vehicle speeds and volumes, parking activity, turn prohibitions and signal timings.

The proposals in the Junction Triangle Area that are not delegated items will be addressed in a separate report to Toronto and East York Community Council entitled "Traffic Management Plan - Junction Triangle Area (Non-delegated Items)".

RECOMMENDATION

Transportation Services recommends that Toronto and East York Community Council:

1. Adopt the regulations outlined in Appendix A, attached to the November 5, 2013 report entitled "Traffic Management Plan – Junction Triangle Area (Delegated Items)", from the Director, Transportation Services, Toronto and East York District.

Financial Impact

The adoption of the recommendations in Appendix A in the estimated amount of \$1,000.00 is available within the Transportation Services 2013 Operating Budget.

The adoption of the recommendations in Appendix B will not result in any financial impacts. If, however, Toronto and East York Community Council decides that the amendments to the existing traffic regulations would be beneficial, the following financial impacts will result:

1. The estimated cost for designating a street to operate one-way would be \$500.00 per street. Funds to undertake the necessary signage adjustments are contained within Transportation Services 2013 Operating Budget.
2. The estimated cost for installing a speed hump would be \$3,000.00 per hump. Funds have been allocated in the Transportation Services 2013 Capital Budget for traffic calming initiatives. Installing speed humps would be subject to competing priorities and funding availability.
3. The estimated cost for installing all-way "Stop" sign control would be \$1,000.00 per intersection. Funds to undertake the necessary signage adjustments are contained within Transportation Services 2013 Operating Budget.
4. The estimated cost for amending the parking regulations would be \$500.00 per street. Funds to undertake the necessary signage adjustments are contained within Transportation Services 2013 Operating Budget.
5. The estimated cost for reducing the speed limit would be \$500.00 per street. Funds to undertake the necessary signage adjustments are contained within Transportation Services 2013 Operating Budget.

ISSUE BACKGROUND

At the request of Councillor Ana Bailão, on behalf of the Junction Triangle Traffic Management Committee (JTTMC), Transportation Services reviewed a number of proposals to amend the existing traffic regulations in the Junction Triangle area.

COMMENTS

Study Area

The Junction Triangle refers to the area bounded by Bloor Street West to the south, Lansdowne Avenue to the east and the CN tracks to the north and west. This area comprises a network of arterial, collector and local streets. The land use is mainly residential, with several parks and schools. Additionally, parts of the study area include commercial uses fronting on the arterial roadways, as well as some industrial land uses. TTC service in the study area is provided by the following:

- the No. 26 Dupont bus, which travels east-west on Dupont Street;

- the No. 168 Symington bus, which travels north-south on Symington Avenue; and
- the No. 402 Parkdale bus, which is a community bus providing accessible service on several local streets, including Symington Avenue, Rankin Crescent, Paton Road and Wallace Avenue.

Issues

Through various community meetings, the Junction Triangle Traffic Management Committee (JTTMC) has developed a list of residents' concerns relating to traffic volume/speed and traffic infiltration. The following list of proposals requiring approval by Toronto and East York Community Council was developed to address the various concerns:

1. One-Way Streets

In order to address the perceived problem of traffic infiltration, the JTTMC proposes to convert the section of Edwin Avenue, between Ruskin Avenue and Dupont Street, to a one-way northbound operation. This section of Edwin Avenue is a local roadway that operates with two-way traffic. It has a daily two-way traffic volume of about 1,000 vehicles, a posted speed limit of 40 km/h and a pavement width of 6.5 metres. There is no TTC service on Edwin Avenue.

Currently, parking is prohibited at all times on the west side of the street. On the east side, permit parking is in effect between the hours of 12:01 a.m. and 7:00 a.m., daily. Parking is otherwise allowed for a maximum period of three hours.

The existing pavement width on Edwin Avenue is generally less than what is preferred for two-way traffic with on-street parking. However, converting Edwin Avenue from two-way to one-way northbound operation will have impacts to traffic operations of the surrounding road network. Traffic may be diverted to adjacent local streets and residents will be forced to take a more circuitous route to/from their homes. Therefore, this proposal is not supported unless there is an indication of community support.

It should also be noted that there is a proposed residential development on the south side of Ruskin Avenue. This development will consist of 167 townhouse units and will result in the construction of a new north-south roadway, opposite Edwin Avenue. As such, one of the main routes for motorists to/from this site will be via Edwin Avenue. The traffic impact study has identified Edwin Avenue as one of the main north-south routes that site-generated traffic will use.

Additionally, in conjunction with the one-way operation, the installation of contra-flow bicycle lanes was proposed to be installed on the subject section of Edwin Avenue. Based on the existing road width, this proposal is not feasible without the removal of parking over the entire length.

2. Request for Speed Humps

In order to address the perceived problem of speeding, the JTTMC proposes to install traffic calming measures (speed humps) on four local streets. Vehicle speeds and traffic

volumes are the prime criteria for installing traffic calming devices. Other factors, including road width, pedestrian facilities and gradient are also considered in the assessment.

The study findings indicated that the operational characteristics of these four streets did not satisfy the criteria set out in the traffic calming policy adopted by City Council. In all locations, the operating speeds were below the minimum of 10 km/h over the existing posted speed limit required in the traffic calming policy. The operating speed, also known as the 85th percentile speed, is the speed at which 85 per cent of vehicles travel at, or below. Additionally, in three of the four locations, the average daily traffic volumes were less than the minimum threshold of 1,000 vehicles per day.

The results for each location have been summarized below.

(a) Edwin Avenue, between Ruskin Avenue and Dupont Street

Edwin Avenue, between Ruskin Avenue and Dupont Street, is a local street operating two-way with a posted speed limit of 40 km/h and a pavement width of 6.5 metres. Sidewalks exist on both sides of the roadway and the road grade is less than five percent. There is no TTC service on Edwin Avenue.

Edwin Avenue does not meet the criteria for installing traffic-calming devices. Specifically, the operating speed of 43 km/h is below the minimum of 10 km/h over the existing posted speed limit required in the traffic calming policy.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2012 did not find any reported collisions on the subject section of Edwin Avenue attributed to speeding.

In view of the above, the installation of traffic calming devices (speed humps) on Edwin Avenue is not warranted or recommended.

Relative need and 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. Edwin Avenue, between Ruskin Avenue and Dupont Street, scored 10 ranking points out of a possible 100.

(b) Franklin Avenue, between Ruskin Avenue and Dupont Street

Franklin Avenue, between Ruskin Avenue and Dupont Street, is a local street operating two-way with a posted speed limit of 40 km/h and a pavement width of 7.4 metres. Sidewalks exist on both sides of the roadway and the road grade is less than five percent. There is no TTC service on Franklin Avenue.

Franklin Avenue does not meet the criteria for installing traffic-calming devices. Specifically, the operating speed of 42 km/h is below the minimum of 10 km/h over the

existing posted speed limit required in the traffic calming policy. Additionally, the volume of traffic is approximately 550 vehicles per day, which is less than the minimum threshold of 1,000 vehicles per day.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2012 did not find any reported collisions on the subject section of Franklin Avenue attributed to speeding.

In view of the above, the installation of traffic calming devices (speed humps) on Franklin Avenue is not warranted or recommended.

Franklin Avenue, between Ruskin Avenue and Dupont Street, scored 15 ranking points out of a possible 100.

(c) Hugo Avenue, between Franklin Avenue and Perth Avenue

Hugo Avenue, between Franklin Avenue and Perth Avenue, is a local street operating two-way 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 five percent. There is no TTC service on Hugo Avenue.

Hugo Avenue does not meet the criteria for installing traffic-calming devices. Specifically, the operating speed of 39 km/h is below the minimum of 10 km/h over the existing posted speed limit required in the traffic calming policy. Additionally, the volume of traffic is approximately 400 vehicles per day, which is less than the minimum threshold of 1,000 vehicles per day.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2012 did not find any reported collisions on the subject section of Hugo Avenue attributed to speeding.

In view of the above, the installation of traffic calming devices (speed humps) on Franklin Avenue is not warranted or recommended.

Hugo Avenue, between Franklin Avenue and Perth Avenue, scored 4 ranking points out of a possible 100.

(d) Edith Avenue between Edwin Avenue and Franklin Avenue

Edith Avenue, between Edwin Avenue and Franklin Avenue, is a local street operating two-way with a posted speed limit of 40 km/h and a pavement width of 8.5 metres. A sidewalk exists on the south side of the roadway and the road grade is less than five percent. There is no TTC service on Edith Avenue.

Edith Avenue does not meet the criteria for installing traffic-calming devices. Specifically, the operating speed of 39 km/h is below the minimum of 10 km/h over the

existing posted speed limit required in the traffic calming policy. Additionally, the volume of traffic is approximately 400 vehicles per day, which is less than the minimum threshold of 1,000 vehicles per day.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2012 did not find any reported collisions on the subject section of Edith Avenue attributed to speeding.

In view of the above, the installation of traffic calming devices (speed humps) on Franklin Avenue is not warranted or recommended.

Edith Avenue, between Edwin Avenue and Franklin Avenue, scored 9 ranking points out of a possible 100.

3. Request for all-way "Stop" sign control

In order to address the perceived problem of speeding, the JTTMC proposes to change six intersections to all-way "Stop" control.

In order for all-way "Stop" sign control to be justified at an intersection, established warrant criteria must be satisfied. The criteria, as adopted by City Council, include such factors as right-of-way conflicts, collision history, vehicular and pedestrian usage of the intersection. It should be noted that the purpose of all-way "Stop" control is to clearly assign right-of-way and should not be used as a speed control device.

Transportation Services evaluated the six locations and applied the results of the vehicle and pedestrian study and the collision records of the Toronto Police Service to the all-way "Stop" sign criteria. Based on the review, none of the six locations met the minimum criteria required for all-way "Stop" sign control.

The results for each location have been summarized below.

(a) Paton Road at Campbell Avenue

Paton Road is a local street operating two-way with a 7.3-metre pavement width and a posted speed of 40 km/h. Campbell Avenue is a local street operating two-way with a 7.3-metre pavement width and a posted speed of 30 km/h, as traffic calming measures (speed humps) have been installed. North-south motorists on Campbell Avenue are controlled by "Stop" sign control at Paton Road. TTC service at this intersection is provided by the 402 Parkdale bus, which travels east-west on Paton Road.

Toronto Police Service collision records indicate no collisions were reported at this intersection for the three-year period ending December 31, 2012.

The results of the all-way "Stop" sign control warrant study at the intersection of Paton Road and Campbell Avenue have been summarized in the following table:

Minimum Vehicle Volume (Each of 4 Peak Hours)	Combined Crossing Volume (Vehs. & Peds.)	Volume Split (<70%/30%)	Collision Hazard (=2/yr.)	All-way "Stop" Warrants Satisfied (Yes/No)
Required 250 Vehs/Hr	Required 100 Units/hr	55% / 45%	0	No
Actual 57 Vehs/Hr	Actual 30 Units/Hr			

(b) Franklin Avenue at Edith Avenue/Hugo Avenue

Franklin Avenue is a local street operating two-way with a 7.4-metre pavement width and a posted speed of 40 km/h. Edith Avenue and Hugo Avenue are local streets with speed limits of 40 km/h, intersecting the east and west side of Franklin Avenue in an offset intersection. East-west motorists on Edith Avenue/Hugo Avenue are controlled by "Stop" sign control at Franklin Avenue. There is no TTC service at this intersection.

Toronto Police Service collision records indicate no collisions were reported at this intersection for the three-year period ending December 31, 2012.

The results of the all-way "Stop" sign control warrant study at the intersection of Franklin Avenue and Edith Avenue/Hugo Avenue have been summarized in the following table:

Minimum Vehicle Volume (Each of 4 Peak Hours)	Combined Crossing Volume (Vehs. & Peds.)	Volume Split (<70%/30%)	Collision Hazard (=2/yr.)	All-way "Stop" Warrants Satisfied (Yes/No)
Required 250 Vehs/Hr	Required 100 Units/hr	69% / 31%	0	No
Actual 51 Vehs/Hr	Actual 16 Units/Hr			

(c) Perth Avenue at Hugo Avenue

Perth Avenue is a local street operating two-way with a 7.3-metre pavement width and a posted speed of 40 km/h. Hugo Avenue is a local street operating two-way with a 7.3-metre pavement width and a posted speed of 40 km/h. Hugo Avenue intersects the west

side of Perth Avenue in a 'T-type', "Stop" controlled intersection. There is no TTC service at this intersection.

Toronto Police Service collision records indicate that one collision was reported at this intersection for the three-year period ending December 31, 2012. This collision was not considered susceptible to correction by the use of all-way "Stop" sign controls.

The results of the all-way "Stop" sign control warrant study at the intersection of Perth Avenue and Hugo Avenue have been summarized in the following table:

Minimum Vehicle Volume (Each of 4 Peak Hours)	Combined Crossing Volume (Vehs. & Peds.)	Volume Split (<70%/30%)	Collision Hazard (=2/yr.)	All-way "Stop" Warrants Satisfied (Yes/No)
Required 250 Vehs/Hr Actual 86 Vehs/Hr	Required 100 Units/hr Actual 29 Units/Hr	70% / 30%	0	No

(d) Wallace Avenue at Ward Street

Wallace Avenue is a local street operating two-way with a 7.3-metre pavement width and a posted speed of 40 km/h. Ward Street is a local street operating two-way with a 7.3-metre pavement width and a posted speed of 40 km/h. Ward Avenue intersects the north side of Wallace Avenue in a 'T-type', "Stop" controlled intersection. TTC service at this intersection is provided by the 402 Parkdale bus, which travels east-west on Wallace Avenue.

Toronto Police Service collision records indicate that three collisions were reported at this intersection for the three-year period ending December 31, 2012, none of which was considered susceptible to correction by the use of all-way "Stop" sign controls.

The results of the all-way "Stop" sign control warrant study at the intersection of Wallace Avenue and Ward Avenue have been summarized in the following table:

Minimum Vehicle Volume (Each of 4 Peak Hours)	Combined Crossing Volume (Vehs. & Peds.)	Volume Split (<70%/30%)	Collision Hazard (=2/yr.)	All-way "Stop" Warrants Satisfied (Yes/No)
Required 250 Vehs/Hr Actual 425 Vehs/Hr	Required 100 Units/hr Actual 35 Units/Hr	92% / 8%	0	No

(e) Ruskin Avenue at Franklin Avenue

Ruskin Avenue is a local street operating two-way with a 7.3-metre pavement width and a posted speed of 40 km/h. Franklin Avenue is a local street operating two-way with a 7.3-metre pavement width and a posted speed of 40 km/h. Franklin Avenue intersects the north side of Ruskin Avenue in a 'T-type', "Stop" controlled intersection. There is no TTC service at this intersection.

Toronto Police Service collision records indicate no collisions were reported at this intersection for the three-year period ending December 31, 2012.

The results of the all-way "Stop" sign control warrant study at the intersection of Ruskin Avenue and Franklin Avenue have been summarized in the following table:

Minimum Vehicle Volume (Each of 4 Peak Hours)	Combined Crossing Volume (Vehs. & Peds.)	Volume Split (<70%/30%)	Collision Hazard (=2/yr.)	All-way "Stop" Warrants Satisfied (Yes/No)
Required 250 Vehs/Hr Actual 119 Vehs/Hr	Required 100 Units/hr Actual 40 Units/Hr	69% / 31%	0	No

(f) Edwin Avenue at Ruskin Avenue

Edwin Avenue is a local street operating two-way with a 6.5-metre pavement width and a posted speed of 40 km/h. Ruskin Avenue is a local street operating two-way with a 7.3-metre pavement width and a posted speed of 40 km/h. Edwin Avenue intersects the north side of Ruskin Avenue in a 'T-type', "Stop" controlled intersection. There is no TTC service at this intersection.

Toronto Police Service collision records indicate no collisions were reported at this intersection for the three-year period ending December 31, 2012.

The results of the all-way "Stop" sign control warrant study at the intersection of Ruskin Avenue and Edwin Avenue have been summarized in the following table:

Minimum Vehicle Volume (Each of 4 Peak Hours)	Combined Crossing Volume (Vehs. & Peds.)	Volume Split (<70%/30%)	Collision Hazard (=2/yr.)	All-way "Stop" Warrants Satisfied (Yes/No)
Required 250 Vehs/Hr	Required 100 Units/hr	50% / 50%	0	No
Actual 164 Vehs/Hr	Actual 36 Units/Hr			

4. Request to install "No Stopping, Anytime" signs

In order to provide increased intersection protection, the JTTMC proposed "No Stopping, Anytime" regulations at three intersections.

The results for each location have been summarized below.

(a) Franklin Avenue, north of Dupont Street

Franklin Avenue, north of Dupont Street, is a local street that operates two-way with a speed limit of 40 km/h and a pavement width of 7.4 metres. There is no TTC service on Franklin Avenue. The proposal to prohibit stopping at all times on both sides of Franklin Avenue, from Dupont Street to a point 15 metres further north, was evaluated.

Currently, parking is prohibited on the west side of the street except on Thursdays between April 1st and November 30th. Permit parking is in effect on the east side between the hours of 12:01 a.m. and 7:00 a.m., daily. Parking is otherwise allowed for a maximum period of three hours.

The proposed stopping prohibition will provide enhanced visibility and manoeuvrability for motorists and will result in the loss of one on-street parking space. Transportation Services has no objections to this proposal.

(b) Perth Avenue, north of Dupont Street

Perth Avenue, north of Dupont Street, is a local street that operates two-way with a speed limit of 40 km/h and a pavement width of 7.3 metres. There is no TTC service on Perth Avenue. The proposal to prohibit stopping at all times on both sides of Perth Avenue, from Dupont Street to a point 15 metres further north, was evaluated.

Currently, parking is prohibited at all times on the west side of the street. On the east side, permit parking is in effect between the hours of 12:01 a.m. and 7:00 a.m., daily. Additionally, one-hour maximum time limit parking is in effect between the hours of

8:00 a.m. to 6:00 p.m., Monday to Saturday. Parking is otherwise allowed for a maximum period of three hours.

The proposed stopping prohibition will provide enhanced visibility and manoeuvrability for motorists and will not result in the loss of any on-street parking spaces. Transportation Services has no objections to this proposal.

(c) Wallace Avenue, east and west of Lansdowne Avenue

Wallace Avenue, in the vicinity of Lansdowne Avenue, is a local street operating two-way with a speed limit of 40 km/h and a pavement width of 7.3 metres. There is no TTC service on Wallace Avenue. The proposal to prohibit stopping at all times on both sides of Wallace Avenue, 30.5 metres east and west of Lansdowne Avenue, was evaluated.

Currently, parking is prohibited at all times on the north side of Wallace Avenue and on the south side, between Lansdowne Avenue and St. Clarens Avenue. On the remaining section, permit parking is in effect between the hours of 12:01 a.m. and 7:00 a.m., daily. Additionally, one-hour maximum time limit parking is in effect between the hours of 8:00 a.m. to 5:00 p.m., Monday to Friday. Parking is otherwise allowed for a maximum period of three hours.

The proposed stopping prohibition will provide enhanced visibility and manoeuvrability for motorists and will not result in the loss of any on-street parking spaces. Transportation Services has no objections to this proposal.

5. Request to install "No Parking, Anytime" signs

In order to provide increased intersection protection, the JTTMC proposed "No Parking, Anytime" regulations at the following intersections.

- (a) East side of Edwin Avenue, between Edith Avenue and a point nine metres south;
- (b) South side of Edith Avenue, between Edwin Avenue and a point nine metres east;
- (c) South side of Edith Avenue, between Franklin Avenue and a point nine metres west;
- (d) West side of Franklin Avenue, between Edith Avenue and a point nine metres south;
- (e) East side of Franklin Avenue, between Hugo Avenue and a point nine metres south;
- (f) South side of Hugo Avenue, between Franklin Avenue and a point nine metres east;
- (g) South side of Hugo Avenue, between Perth Avenue and a point nine metres west;
- (h) West side of Perth Avenue, between Hugo Avenue and a point nine metres south;
- (i) South side of Wallace Avenue, between Campbell Avenue and a point nine metres east; and
- (j) East side of Campbell Avenue, between Wallace Avenue and a point nine metres south.

In the City of Toronto, parking is prohibited by statutory by-law within nine metres of an unsignalized intersection. This regulation does not require signage to be enforced. Notwithstanding, to provide better guidance to motorists, Transportation Services has arranged to install "No Parking, Anytime" signage at the ten above-noted locations. These installations do not require a by-law amendment and will not result in the loss of any on-street parking spaces.

6. Request to add on-street parking

In order to provide additional on-street parking, where feasible, the JTTMC proposed the following two streets be reviewed:

(a) Wallace Avenue, between Ward Street and Rankin Crescent

Currently, parking is prohibited at all times on the north side of Wallace Avenue and on the south side, 50 metres east and west of the at-grade railway crossing. Due to the road width of 7.3 metres, Transportation Services recommends retaining the existing parking prohibition near the railway crossing in order to maintain optimal visibility and manoeuvrability.

There is a section on the south of side of Wallace Avenue, between Lansdowne Avenue and a point 160.5 metres further west, with one-hour time limit parking permitted, between the hours of 8:00 a.m. to 5:00 p.m., Monday to Friday. Transportation Services has no objections to rescinding this regulation and reverting to the statutory, three-hour maximum permitted parking. As this proposal would affect residents, it is recommended that they be consulted prior to rescinding this regulation.

(b) Perth Avenue, between Ruskin Avenue and Antler Avenue

Currently, parking is prohibited at all times on the west side of Perth Avenue and on the east side, between the hours of 8:30 a.m. to 4:30 p.m., Monday to Friday. Permit parking is in effect from 12:01 a.m. to 7:00 a.m., daily. Parking is otherwise allowed for a maximum period of three-hours. Two elementary schools abut the west side over the entire length of this section of Perth Avenue.

Rescinding the "No Parking, 8:30 a.m. to 4:30 p.m., Monday to Friday" regulation on the east side of Perth Avenue will provide increased parking opportunities. However, this area serves as a pick-up/drop-off area for the schools located on the west side of Perth Avenue. If there are no opportunities for parents to stop on the east side of Perth Avenue, due to residents parked in these spaces, they will likely do so on the west side of Perth Avenue. This will potentially create a "pinch point", reducing the street to a single lane of travel. With no consensus on the desires of the residents, Transportation Services recommends retaining the existing parking regulations on the east side of Perth Avenue.

7. Request to reduce the speed limit to 30 km/h

In order to address the perceived problem of speeding, the JTTMC proposes to reduce the posted speed limit on Wallace Avenue, between Lansdowne Avenue and the west limit, from 40 km/h to 30 km/h.

Wallace Avenue, between Lansdowne Avenue and the west limit, is a local street operating two-way with a 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. TTC service on Wallace Avenue is provided by the 402 Parkdale bus, which travels on the section between Symington Avenue and Lansdowne Avenue.

Speed studies on this section of Wallace Avenue revealed an operating speed of 36 km/h. Toronto Police Service collision records indicate that nine collisions, none of which were attributed to speeding, were reported on this section of Wallace Avenue for the three-year period ending June 30, 2012.

Transportation Services staff have considered the request for a 30 km/h speed limit on Wallace Avenue. In the City of Toronto, speed limits are not generally reduced below 40 km/h without the introduction of physical traffic calming measures. Introducing a 30 km/h speed limit alone would not be effective in reducing motorists' speeds.

Generally, motorists travel at speeds that they perceive to be safe. The factors that most affect motorists' speeds are related to the roadway geometry, such as pavement width and grades, and activity adjacent to the roadway such as on-street parking, and busy sidewalks. When traffic calming measures, such as speed humps or pinch points, are introduced, the roadway geometry is permanently changed, making it uncomfortable or not possible to travel faster than 30 km/h. In these instances, a posted speed limit of 30 km/h is appropriate. With no physical changes to a local roadway, it is doubtful that signs for 30 km/h alone would have any impact on motorists' speeds.

Wallace Avenue does not have any traffic calming devices and therefore the 40 km/h speed limit is the lowest speed limit that should be installed.

8. Request to rescind the Thursday alternate-side parking regulations

Franklin Avenue, north of Dupont Street, is a local street that operates two-way with a speed limit of 40 km/h and a pavement width of 7.4 metres. There is no TTC service on Franklin Avenue.

Currently, parking is prohibited on the west side of the street except on Thursdays between April 1st and November 30th. On the east side, permit parking is in effect between the hours of 12:01 a.m. and 7:00 a.m., daily. Parking is otherwise allowed for a maximum period of three hours.

Residents have requested that the Thursday alternate parking regulations be rescinded and revert to a bi-weekly alternate side parking. Transportation Services has no objections to prohibiting parking on the west side of Franklin Avenue, from the 1st to the

15th of each month, April 1 to November 30, and December 1 to March 31. Additionally, parking should be prohibited on the east side of Franklin Avenue, from the 16th to the end of each month, April 1 to November 30. It should be noted that this proposal might have some negative impact with respect to street cleaning.

CONTACT

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SIGNATURE

Jacqueline White, P.Eng.
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

- (1) Drawing No. T1016-4, dated April 2012
- (2) Appendix A – Regulations to be Enacted or Amended

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