



## STAFF REPORT ACTION REQUIRED

### Traffic Regulations – Area Bounded by Danforth Avenue, Main Street, Lumsden Avenue and Dawes Road - Delegated

<b>Date:</b>	July 14, 2014
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Beaches-East York, Ward 31
<b>Reference Number:</b>	Ts2014139te.top.doc

#### **SUMMARY**

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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.

After extensive community consultation, Transportation Services has been requested by Councillor Janet Davis to implement various traffic improvements in the area bounded by Danforth Avenue, Main Street, Lumsden Avenue and Dawes Road, more specifically, Doncaster Avenue, and Secord Avenue.

The proposed traffic regulations will promote slower vehicle operating speeds, improve visibility, and provide for a safer pedestrian environment in this area.

Other traffic proposals for this area are dealt with in a companion report "Traffic Regulations – Area Bounded by Lumsden Avenue, Dawes Road, Danforth Avenue and Main Street – Non-Delegated" requiring City Council approval.

#### **RECOMMENDATIONS**

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

1. The existing stopping prohibition from 7:00 a.m. to 9:00 a.m., on the north side of Secord Avenue, between Newman Avenue and Dawes Road, be rescinded.

2. Traffic calming not be installed on Secord Avenue, between Eastdale Avenue and Dawes Road.

## **FINANCIAL IMPACT**

The estimated cost for installing the various required signs is \$1,200.00, funds for which are available in the Transportation Services 2014 Operating Budget

If, however, Toronto and East York Community Council decides speed humps on Secord Avenue, between Eastdale Avenue and Dawes Road, would be beneficial, the following financial impact will result:

1. The estimated cost for installing 4 speed humps would be \$12,000.00. Funds available in the Transportation Services 2014 Capital Budget for traffic calming initiatives have been fully allocated. Installing speed humps on this section of Belsize Drive would be subject to competing priorities and funding availability and will be accommodated within the 2015 Capital Budget for traffic calming.

## **ISSUE BACKGROUND**

For almost four months, representatives of the residents in this vicinity, Councillor Janet Davis, and staff of Transportation Services have been working on potential solutions to neighbourhood infiltration, safety and operational concerns in their community. Agreement was reached, by the working group, on a number of proposals for improving safety and reducing vehicular speeds in the area. Councillor Davis has requested Transportation Services to report on the results of this work and seek the necessary approvals.

## **COMMENTS**

### **Issues of Concern**

The primary issues of concern identified by area residents are outlined below:

- a) Traffic volumes and vehicle speeds on Secord Avenue, between Eastdale Avenue and Dawes Road; and
- b) Potential for parking on Secord Avenue, between Newman Avenue and Dawes Road.

### **Proposals for Change**

The following section describes the proposals that met the objectives of the community working group. Namely, they address the issues identified, do not transfer traffic problems to other residents or restrict emergency response, and are supported by the community as a whole.

At the request of the working group, we were requested to conduct a traffic study on Secord Avenue, between Eastdale Avenue and Dawes Road, to determine whether traffic calming devices would address concerns with current traffic operations.

Secord Avenue operates two-way, eastbound and westbound, with a pavement width of 12.2 metres west and 8.5 metres east of Palmer Avenue. Secord Avenue has a posted speed limit of 40 km/h. There is no TTC service on this section of Secord Avenue.

Our review of the Toronto Police Service's collision data records disclosed that two collisions were reported in this vicinity between January 1, 2010 and December 31, 2013. These collisions did not involve any pedestrians or cyclists and were not the result of speeding.

### **Analysis**

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.

Secord Avenue, between Eastdale Avenue and Dawes Road, does not meet all the criteria for installing traffic-calming devices. More specifically:

- The 37 km/h operating speed recorded is under the 40 km/h speed limit. The operating speed must be at least 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria; and
- The average daily two-way traffic volume recorded was 4300 vehicles, which well exceeds the minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

Both criteria must be satisfied, therefore, the installation of traffic calming on Secord Avenue, between Eastdale Avenue and Dawes Road, is not warranted.

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 Secord Avenue, between Eastdale Avenue and Dawes Road, would be beneficial, it may approve the following:

1. Polling Registry Services poll eligible householders e, 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 Secord Avenue, between Eastdale Avenue and Dawes Road, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-1509, dated July 2014, attached to the report dated July 14, 2014, entitled "Traffic Amendments – Area Bounded by Lumsden Avenue, Dawes Road, Danforth

Avenue and Main Street" from the Director, Transportation Services, Toronto and East York District; and

- b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Secord Avenue, between Eastdale Avenue and Dawes Road, 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 Secord 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. Subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Polling Registry Services would poll eligible residents on this section of Secord Avenue. If the poll supports speed humps, Transportation Services staff would schedule installation based on relative need and competing priorities.

### **Relative Priority and Other Impacts**

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. Secord Avenue, between Eastdale Avenue and Dawes Road, scored 22 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

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 to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Comments have not yet been received.

### **No Stopping Restriction**

Secord Avenue operates two-way, eastbound and westbound, with a pavement width of 8.5 metres east of Palmer Avenue. Secord Avenue has a posted speed limit of 40 km/h. Stopping is prohibited on the north side of Secord Avenue, between Newman Avenue and Dawes Road. Parking is prohibited at all times, and stopping is prohibited 4:00 p.m. to 6:00 p.m. on the south side of the street.

The community working group was asked to address rescinding the existing stopping prohibition by area residents. As parking is prohibited at all times on the south side of Secord Avenue, there is no TTC service on this section of roadway and the road width is 8.5 metres, it is feasible to rescind the stopping prohibition on the north side on this section of Secord Avenue without impacting traffic operations. The additional parking spaces will narrow the roadway which in turn will lower vehicle speeds.

The implementation of the above noted proposals, collectively, will significantly improve and enhance pedestrian, cyclist and vehicular safety in this vicinity.

## **CONTACT**

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## **SIGNATURE**

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

## **LIST OF ATTACHMENTS**

- (1) Drawing No. 421G-1508, dated July, 2014
- (2) Drawing No. 421G-1509, dated July, 2014
- (3) Drawing No. 421G-1510, dated July, 2014
- (4) Appendix A

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