

## **Selwyn Avenue and Westview Boulevard – Traffic-calming**

<b>Date:</b>	August 21, 2007
<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>	Ts07185te.top.doc

### **SUMMARY**

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This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision.

Transportation Services staff has investigated installing traffic-calming to address residents' concerns with the speed of traffic on:

- (a) Selwyn Avenue, between St. Clair Avenue East and Westview Boulevard; and
- (b) Westview Boulevard, between St. Clair Avenue East and Holland Avenue.

Assessment results indicate that operating speeds on these streets are at a level which would benefit from traffic-calming. Therefore, the installation of speed humps is recommended on Selwyn Avenue and Westview Boulevard.

### **RECOMMENDATIONS**

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

1. direct Transportation Services staff, in consultation with Councillor Janet Davis to develop speed hump plans for Selwyn Avenue and Westview Boulevard;
2. direct Transportation Services staff to poll eligible householders on:
  - (a) Selwyn Avenue, between St. Clair Avenue East and Westview Boulevard;

- (b) Westview Boulevard, between St. Clair Avenue East and Holland Avenue;  
and
- (c) Other impacted streets, Barrett Road, Dalecrest Drive and Gardens Crescent.

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 Selwyn Avenue, between St. Clair Avenue East and Westview Boulevard and on Westview Boulevard, between St. Clair Avenue East and Holland Avenue, for traffic-calming purposes, generally as shown on the speed hump plans circulated to residents during the polling process; and
  - (b) reduce the speed limit from 40 km/h to 30 km/h on Selwyn Avenue, between St. Clair Avenue East and Westview Boulevard and Westview Boulevard, between St. Clair Avenue East and Holland Avenue, at the time speed humps are installed.

### **Financial Impact**

Adoption of the above-noted recommendations will result in the following financial impact:

1. the estimated cost for installing speed humps on Selwyn Avenue and Westview Boulevard would be \$27,000.00. Funds have been allocated in the Transportation Services 2007 Capital Budget for traffic-calming initiatives. Installing speed humps on Selwyn Avenue, between St. Clair Avenue East and Westview Boulevard and Westview Boulevard, between St. Clair Avenue East and Holland Avenue is subject to competing priorities and funding availability.

### **ISSUE BACKGROUND**

At the request of Councillor Janet Davis, Transportation Services investigated incidence of speeding on Selwyn Avenue and Westview Boulevard to determine if installation of speed humps is required to address resident's concerns and promote lower operating speeds.

### **COMMENTS**

#### **Road Characteristics**

Selwyn Avenue, between St. Clair Avenue East and Westview Boulevard and Westview Boulevard, between St. Clair Avenue East and Holland Avenue, are local streets operating two-way with speed limits of 40 km/h and pavement widths of 9.0 metres.

These streets have sidewalks on both sides and the road grade is less than 8 percent. There is no TTC service on these streets.

## **Investigation**

Data obtained on Selwyn Avenue and Westview Boulevard was evaluated against the installation criteria in the City of Toronto Traffic-calming Policy.

Vehicle speeds and traffic volume are the prime criteria for installing traffic-calming devices. Other factors, including speed related collisions, road width, pedestrian facilities, road grade and impact on adjacent streets are considered in the assessment.

Toronto Police Service collision records indicate no collisions were reported on Selwyn Avenue or on Westview Boulevard for the three-year period ending February 1, 2007.

Selwyn Avenue, between St. Clair Avenue East and Westview Boulevard, meets all the criteria for installing traffic-calming devices and should have speed humps installed.

Westview Boulevard, between St. Clair Avenue East and Holland Avenue, meets all but one of the criteria. The 85<sup>th</sup> percentile speed is 48 km/h. This is slightly below the “10 km/h over the speed limit” threshold required to technically justify installation of speed humps. However, the proximity of Selwyn Avenue to Westview Boulevard has been considered. Both streets feed traffic to St. Clair Avenue East. If only Selwyn Avenue has speed humps installed, some traffic could divert to Westview Boulevard to avoid the speed humps. This will increase traffic volume on Westview Boulevard and could increase the operating speed of traffic on that street. It is advisable to install speed humps on Westview Boulevard, between Holland Avenue and St. Clair Avenue East at the same time to avoid this scenario.

Appendix “A” outlines our assessment of the criteria on Selwyn Avenue and Westview Boulevard in more detail.

## **Conduct poll**

The City of Toronto Traffic-calming Policy requires householders who would be directly affected by installation of speed humps on Selwyn Avenue and Westview Boulevard to be formally polled. A minimum response of 50 percent plus one ballot is required. At least 60 percent of the responding households must be in favour of installing speed humps to proceed with the installation.

Subject to approval by Toronto and East York Community Council of the recommendations outlined above, Transportation Services will prepare a speed hump installation plan, in consultation with Councillor Janet Davis. A copy of the plan will be circulated with the poll to householders on Selwyn Avenue, Westview Boulevard and other impacted streets, Barrett Road, Dalecrest Drive and Gardens Crescent. If the poll supports speed humps on Selwyn Avenue and/or Westview Boulevard, 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. Selwyn Avenue scored 38 points and Westview Boulevard scored 33 points, out of a possible 100.

No alterations to parking regulations are required. The number of parking spaces will not 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**

Emergency Services (Police, Fire and Emergency Medical Services) have been consulted in order to ensure the design and layout of a traffic-calming proposal does not unduly affect their operations. Toronto Fire Services has provided letters, dated May 29, 2007 outlining their concerns and the Toronto Police Service has provided letters, dated May 23, 2007 with their comments regarding the installation of speed humps on Selwyn Avenue and Westview Boulevard. These letters are included in this report as Appendices "B", "C", "D" and "E".

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing No. 421F-9064, dated August 2007  
Appendix "A" – Table 1: Traffic Calming Warrant Criteria – Selwyn Ave/Westview Blvd  
Appendix "B" – Letter from Toronto Fire Services dated May 29, 2007 re: Selwyn Ave  
Appendix "C" - Letter from Toronto Fire Services dated May 29, 2007 re: Westview Blvd  
Appendix "D" - Letter from Toronto Police Service dated May 23, 2007 re: Selwyn Ave  
Appendix "E" - Letter from Toronto Police Service dated May 23, 2007 re: Westview Blvd

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