



## STAFF REPORT ACTION REQUIRED

### One-Way Designation – St. Helen’s Avenue

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| <b>Date:</b>             | October 22, 2009   |
| <b>To:</b>               | Toronto and East York Community Council                          |
| <b>From:</b>             | Director, Transportation Services Toronto and East York District |
| <b>Wards:</b>            | Davenport, Ward 18   |
| <b>Reference Number:</b> | Ts09190te.top.doc  |

#### **SUMMARY**

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

Transportation Services is requesting authority to relocate the point where the one-way southbound regulation begins on St. Helen’s Avenue south of Bloor Street West. The regulation currently begins at a point 118.9 metres south of Bloor Street West. Staff recommend relocating the starting point to the public lane located about 20 metres further north. The proposed relocation is a more appropriate transition location, will enhance safety, discourage some inappropriate driving habits presently occurring, and resolve some confusion related to parking at the current two-way to one-way southbound transition.

#### **RECOMMENDATIONS**

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

1. Rescind the one-way southbound regulation on St. Helen’s Avenue, from a point 118.9 metres south of Bloor Street West to Whytock Avenue.
2. Implement a one-way southbound regulation on St. Helen’s Avenue, from a point 99 metres south of Bloor Street West to Whytock Avenue.

## Financial Impact

| Type of funding                 | Source of funds                               | Amount   |
|---------------------------------|---|----------|
| Available within current budget | Transportation Services 2009 Operating Budget | \$300.00 |

## ISSUE BACKGROUND

At the request of the Toronto Police Service, Transportation Services' staff has investigated the feasibility of adjusting the point where the one-way southbound regulation begins on St. Helen's Avenue south of Bloor Street West to a point about 20 metres further north.

## COMMENTS

St. Helen's Avenue is a local roadway operating two-way from Bloor Street West to a point 118.9 metres south and one-way southbound from this point to Whytock Avenue. The pavement width is 7.4 metres throughout and the maximum speed limit is 40 km/h. There is no TTC service on St. Helen's Avenue.

The existing two-way traffic operation on St. Helen's Avenue was established to allow two-way access between Bloor Street West and a former commercial property at 284 St. Helen's Avenue. The property at 284 St. Helen's Avenue has been converted to residential use. The service driveway for this property was closed as part of the property redevelopment. Two-way vehicular access to this point on the street is no longer required nor through a visual inspection does it appear to make sense to a motorist.

Site observations also identified two specific issues associated with the current transition point:

- motorists on the two-way section of the street south of the public lane 99 metres south of Bloor Street West often back up the street to use the public lane as a turn around. This creates a potential safety issue; and
- local residents on the section of the street between the public lane and the transition point about 20 metres further south have inadvertently received parking infraction notices for what officers have perceived as parking on the east side of St. Helen's Avenue facing in the wrong direction (north) on a one-way street.

To resolve these matters and provide a safer and more appropriate transition point where the regulation changes from two-way to a one-way operation, staff recommend adjusting the one-way southbound traffic regulation currently beginning on St. Helen's Avenue at a point 118.9 metres south of Bloor Street West to begin at the public lane, 99 metres south of Bloor Street West.

## **CONTACT**

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## **SIGNATURE**

Peter Noehammer, P.Eng  
Director, Transportation Services

## **LIST OF ATTACHMENTS**

(1) Drawing No. 421F-9827, dated October 2009

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