



**STAFF REPORT
ACTION REQUIRED**

**Traffic Calming Islands – Armadale Avenue,
between Bloor Street West and Colbeck Street;
and Weatherell Street, between Armadale Avenue
and Jane Street**

Date:	June 1, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 13 – Parkdale-High Park
Report Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100101-to

SUMMARY

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

This report summarises the results of an investigation into installing traffic islands on Armadale Avenue, between Bloor Street West and Colbeck Street, and on Weatherell Street, between Armadale Avenue and Jane Street.

The staff review shows that the criteria for installing traffic calming (traffic islands) are not satisfied.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. Traffic calming not be installed on Armadale Avenue, between Bloor Street West and Colbeck Street.
2. Traffic calming not be installed on Weatherell Street, between Armadale Avenue and Jane Street.

Financial Impact

Adopting the above-noted recommendation does not result in any financial impact; however, if Community Council decides to approve installing traffic calming devices on this section of Armadale Avenue and Weatherell Street, the following financial impact will result:

1. The estimated cost for installing four traffic islands will be \$4,000.00. This can be accommodated within funds allocated by City Council as part of the Transportation Capital Budget, subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of the Ward Councillor and residents of Armadale Avenue and Weatherell Street, Transportation Services staff reviewed installing physical traffic calming measures on Armadale Avenue, between Bloor Street West and Colbeck Street, and on Weatherell Street, between Armadale Avenue and Jane Street. Residents are concerned with current traffic operations, particularly about speeding and vehicles “short cutting” through the neighbourhood.

COMMENTS

Armadale Avenue, between Bloor Street West and Colbeck Street, is a two lane north-south local road with a pavement width of 8.5 metres and a speed limit of 40 km/h. The Toronto Transit Commission (TTC) operates a regularly scheduled bus service on the southerly portion of Armadale Avenue, between Bloor Street West and the Jane Street/Bloor Street West Subway Station, which is approximately 60 metres north of Bloor Street West. The majority of Armadale Avenue, and the section under review, does not have regular transit service. An all-way STOP control exists at the intersection of Armadale Avenue and Weatherell Street.

Weatherell Street, between Armadale Avenue and Jane Street, is an 8.5 metre wide, two-lane, two-way local road with sidewalks on both sides and a posted speed limit of 40 km/h. The road provides access to residential properties and a school in the area.

The existing parking regulations on Armadale Avenue are listed in the attached Appendix A. The existing parking regulations on Weatherell Street are listed in the attached Appendix B.

We assessed the subject location according to the City of Toronto’s Traffic Calming Policy. The principal criteria for installing of traffic calming are vehicle operating speeds and volume. Other environmental factors are also examined, such as road width, pedestrian facilities and grade. The proposal was evaluated under each of the three criteria (Warrants 1, 2 and 3), with the results summarized in Appendix C and Appendix D.

Based on our assessment, neither Armadale Avenue nor Weatherell Street satisfies Warrant 3.1 “Minimum Speed” which is required to satisfy the entire warrant. The following tables summarize traffic volumes and speed data for Armadale Avenue:

Location: Armadale Avenue, between Bloor St. W. and Weatherell St.						
Count Date: October 1, 2009						
Time Period	Northbound			Southbound		
October 1, 2009	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	73	38		131	43	
p.m. Peak Hour	116	43		67	46	
Total 24 Hour	958	38	31-40	913	45	36-45

Location: Armadale Avenue, between Weatherell St. and Colbeck St.						
Count Date: October 1, 2009						
Time Period	Northbound			Southbound		
October 1, 2009	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	62	38		133	42	
p.m. Peak Hour	92	43		63	44	
Total 24 Hour	870	37	31-40	841	45	31-40

The 85th percentile speed and 10 km/h pace speed are statistical measures of free-flow vehicle operating speed. The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. Studies show that crash rates are lowest at or around the 85th percentile speed. The 10 km/h pace speed represents the speed range containing the highest number of speed observations.

A RADAR speed survey conducted by Transportation Services staff shows that the 85th percentile operating speed is 37 km/h on Weatherell Street, between Armadale Avenue and Jane Street, with a 10 km/h pace speed between 31 km/h and 40 km/h. The estimated traffic volume on Weatherell Street is less than 1,000 vehicles per day. This volume estimate is based on the two-way traffic volume (45 vehicles) recorded during our off-peak two hour radar study.

The 85th percentile vehicle operating speed recorded on Armadale Avenue, between Bloor Street West and Weatherell Street, on a typical weekday under prevailing environmental conditions, is 38 km/h for northbound traffic and 45 km/h for southbound traffic. In addition the 85th percentile vehicle speed recorded on Armadale Avenue, between Weatherell Street and Colbeck Street, on a typical weekday under prevailing environmental conditions, is 37 km/h for northbound traffic and 45 km/h for southbound traffic. These do not achieve the 10 km/h over the warranted speed limit specified by Warrant 3.1, and does not suggest a significant speeding problem.

The 85th percentile vehicle speed recorded for both directions on Weatherell Street is 37 km/h. This does not achieve, in this case, 15 km/h over the warranted speed limit specified by Warrant 3.1, and does not suggest a significant speeding problem.

In view of the foregoing, we cannot recommend installing traffic calming on Armadale Avenue, between Bloor Street West and Colbeck Street, or on Weatherell Street, between Armadale Avenue and Jane Street.

Notwithstanding our recommendation, if Etobicoke York Community Council decides to proceed with installing pre-cast modular traffic islands (also referred to as “chicanes”) on Armadale Avenue, or on Weatherell Street, we recommend that:

1. The City Clerk (Polling Registry Services) survey eligible householders in English or any other language specified by Community Council, on Armadale Avenue, between Bloor Street West and Colbeck Street to determine if property owners/occupants support the installation, according to the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the Armadale Avenue survey;
 - a. The City Solicitor prepare a by-law to alter sections of the road on Armadale Avenue, between Bloor Street West and Colbeck Street, for traffic calming purposes, generally as shown on the attached Drawings: 421G-0049 and 421G-0069, dated June 2010, and circulated to residents during the polling process.
 - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Armadale Avenue, between Bloor Street West and Colbeck Street, when the traffic islands are installed.
 - c. Parking be prohibited as per Appendix E.
3. Subject to favourable results of the Weatherell Street survey;
 - a. The City Solicitor prepare a by-law to alter sections of the road on Weatherell Street, between Jane Street and Armadale Avenue, for traffic calming purposes, generally as shown on the attached Drawings: 421G-0049 and 421G-0069, dated June 2010, and circulated to residents during the polling process.
 - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Weatherell Street, between Jane Street and Armadale Avenue, when the traffic islands are installed.

The current City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally survey property owners/occupants who are directly affected by installing traffic calming islands on this section of Armadale Avenue and on Weatherell Street. Under the policy, the City Clerk must receive a minimum response rate of 51 percent, of which at least 60 percent of respondents must favour installing speed humps.

Subject to approval by Community Council, according to the recommendations indicated above, the City Clerk will survey property owners/occupants and report the results to Etobicoke York Community Council. If the survey supports installing speed humps on Armadale Avenue, between Bloor Street West and Colbeck Street, and on Weatherell Street, between Jane Street and Armadale Avenue, Transportation Services staff will schedule their installation based on relative need and competing priorities.

Relative need (and to prioritize installing speed humps) is based on traffic volume, vehicle speed percentages, speed related crashes, and the presence of schools, parks, seniors residences or bicycle routes. Based on this technical assessment, Armadale Avenue scored 21 ranking points out of a possible 100 with Weatherell Street scoring 14 ranking points out of a possible 100.

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. Although we generally advise emergency services of our intentions, we do not always receive a formal response. As one of the islands is recommended to be installed in front of a fire hydrant, we did advise Fire Department staff of the request. This island will not impede access to the fire hydrant and they did not respond to express concerns with this proposal.

To ensure two way traffic at all time, if the traffic calming islands are installed on Armadale Avenue and Weatherell Street, parking will be prohibited on the opposite side of the street at all times. This will result in the loss of approximately five stalls on Armadale Avenue, and one stall on Weatherell Street. Although this loss of parking will also include on-street permit parking stalls, on neither street does the number of parking permits issued exceed the maximum number of available stalls.

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ATTACHMENTS

Appendix “A”: Existing Parking Regulations Armadale Avenue
Appendix “B”: Existing Parking Regulations Weatherell Street
Appendix “C”: Traffic Calming Warrant Criteria Armadale Avenue
Appendix “D”: Traffic Calming Warrant Criteria Weatherell Street
Appendix “E”: Proposed Parking Regulations Armadale Avenue

Armadale Avenue/Weatherell Street - Proposed Traffic Islands

Attachment 1: Drawing 421G-0049 dated June 2010
Attachment 2: Drawing 421G-0069, dated June 2010

Appendix A

Existing “Parking Regulations” – Armadale Avenue

The parking regulations on Armadale Avenue, between Bloor Street West and Colbeck Street are as follows:

East side

- (i) stopping is prohibited at all times on the east side of Armadale Avenue, between Bloor Street West and a point 15 metres north;
- (ii) standing is prohibited at all times on the east side of Armadale Avenue, between a point 15 metres north Bloor Street West and a point 71 metres further north;
- (iii) parking is prohibited at all times on the east side of Armadale Avenue, between Colbeck Street and a point 86.9 metres north of Bloor Street West, from April 1 to November 30, from the 16th day to the last day of each month, inclusive;
- (iv) parking is allowed for a maximum period of one hour 8:00 a.m. to 6:00 p.m., Monday to Saturday on the east side of Armadale Avenue, between Colbeck Street and a point 86.9 metres north of Bloor Street West, from April 1 to November 30, on the first day to the 15th day of each month, inclusive;
- (v) parking is allowed for a maximum period of one hour 8:00 a.m. to 6:00 p.m., Monday to Saturday on the east side of Armadale Avenue, between Colbeck Street and a point 86.9 metres north of Bloor Street West, from December 1 of one year to March 31 of the next following year, inclusive; and
- (vi) permit parking operates from 12:01 a.m. to 7:00 a.m., daily and parking is allowed for a maximum period of three-hours at all other times.

Appendix A

Existing “Parking Regulations” – Armadale Avenue

The parking regulations on Armadale Avenue, between Bloor Street West and Colbeck Street are as follows:

West side

- (i) stopping is prohibited at all times on the west side of Armadale Avenue, between Bloor Street West and a point 15 metres north;
- (ii) standing is prohibited at all times on the west side of Armadale Avenue, between a point 15 metres north Bloor Street West and a point 55 metres further north;
- (iii) parking is prohibited at all times on the west side of Armadale Avenue, between Colbeck Street and a point 86.9 metres north of Bloor Street West, from December 1 to March 31 of the next following year, inclusive;
- (iv) parking is prohibited at all times on the west side of Armadale Avenue, between Colbeck Street and a point 86.9 metres north of Bloor Street West, from April 1 to December 1, first day to the 15th day of each month, inclusive;
- (v) parking is allowed for a maximum period of one hour 8:00 a.m. to 6:00 p.m., Monday to Saturday on the west side of Armadale Avenue, between Colbeck Street and a point 86.9 metres north of Bloor Street West, from April 1 to November 30, on the first day to the 16th day to the last day of each month, inclusive; and
- (vi) permit parking operates from 12:01 a.m. to 7:00 a.m., daily and parking is allowed for a maximum period of three-hours at all other times.

Appendix B

Existing “Parking Regulations” – Weatherell Street

The parking regulations on Weatherell Street, between Armadale Avenue and Jane Street are as follows:

North side

- (i) parking is prohibited at all times on the north side of Weatherell Street, between a point 23 metres west of Armadale Avenue and a point 27 metres further west;
- (ii) parking is allowed for a maximum period of one hour anytime on the north side of Weatherell Street, between Jane Street and Armadale Avenue; and
- (iii) permit parking operates from 12:01 a.m. to 7:00 a.m., daily.

South side

- (i) parking is prohibited from 8:30 a.m. to 5:00 p.m., Monday to Friday on the south side of Weatherell Street, between a point 9 metres east of Jane Street and a point 48.5 metres further east;
- (ii) school bus loading zone is located on the south side of Weatherell Avenue, between Jane Street and a point 60.4 metres further east;
- (iii) parking is allowed for a maximum period of one hour from 5:00 p.m. of one day to 8:30 a.m. of the next following day, Monday to Friday on the south side of Weatherell Street, between Jane Street and Armadale Avenue;
- (iv) parking is allowed for a maximum period of one hour anytime, on Saturday and Sunday on the south side of Weatherell Street, between Jane Street and Armadale Avenue;
- (v) permit parking operates from 12:01 a.m. to 7:00 a.m., daily.

Appendix C

Traffic Calming Warrant Criteria Armada Avenue, between Bloor Street West and Colbeck Street

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 from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Direct request from Ward Councillor, along with petition.
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – There should be no traffic spill-over to other streets given the configuration of streets in the area.
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 – Continuous sidewalk on both sides of Armadale 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 of Armadale Avenue is 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.	Met – General objections from Toronto Fire, Ambulance and Police.
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th percentile speed is a minimum of 10 km/h (but less than 15 km/h) over the 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 percentile 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 percentile as 41 km/h for two-way traffic.
	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
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Met – Street segment exceeds 120 metres with a 200 m segment length.
	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 – Yes TTC service.

Appendix D

Traffic Calming Warrant Criteria Weatherell Street, between Armadale Avenue and Jane Street

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 from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Direct request from Ward Councillor, along with petition.
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – There should be no traffic spill-over to other streets given the configuration of streets in the area.
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 – Continuous sidewalk on both sides of Weatherell Street.
	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 of Weatherell Street is 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.	Met – General objections from Toronto Fire, Ambulance and Police.
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th percentile speed is a minimum of 10 km/h (but less than 15 km/h) over the 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 percentile 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 percentile as 37 km/h for two-way traffic.
	3.2 Min. and Max. Traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day	Not Met – Local with less than 1000 Veh/day.
	3.3 Minimum Street Segment Length between stop controls	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day	Met – Street segment exceeds 120 metres with a 200 m segment length.
	3.4 Transit Service	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Met – No TTC 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.

Appendix E

Proposed “Parking Regulations” – Armadale Avenue

The parking regulations on Armadale Avenue, between Bloor Street West and Colbeck Street are as follows:

East side

- (i) parking be prohibited at all times on the east side of Armadale Avenue, between a point 50.8 metres south of Weatherell Street and a point 13.9 metres further south; and
- (ii) parking be prohibited at all times on the east side of Armadale Avenue, between Colbeck Street and a point 21.5 metres further south.

West side

- (i) parking be prohibited at all times on the west side of Armadale Avenue, between a point 76.5 metres north of Bloor Street West and a point 22.5 metres further north.