



**STAFF REPORT  
ACTION REQUIRED**

**Traffic Calming and Street-Based Permit Parking –  
Wineva Avenue, between Queen Street East and  
Williamson Road**

<b>Date:</b>	May 4, 2010
<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 32
<b>Reference Number:</b>	Ts10062te.top.doc

**SUMMARY**

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Transportation Services staff have reviewed the need for a traffic calming island on Wineva Avenue, between Queen Street East and Williamson Road. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied; therefore, traffic calming should not be installed on Wineva Avenue at this time. The impact of implementing street-based permit parking was also reviewed to address concerns with parking lost due to the island. On this section of Wineva Avenue there are 40 parking spaces and 36 permits issued.

**RECOMMENDATIONS**

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**Transportation Services recommends to City Council that:**

1. traffic calming not be installed on Wineva Avenue, between Queen Street East and Williamson Road.

**Financial Impact**

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides that traffic calming on Wineva Avenue, between Queen Street East and Williamson Road, would be beneficial, the following financial impact will result:

1. The estimated cost for a traffic calming island would be \$10,000.00. The estimated cost to adjust the permit parking area signs would be negligible. Funds

in the amount of \$418,000.00 have been allocated in the Transportation Services 2010 Capital Budget for traffic calming initiatives. Traffic calming on Wineva Avenue would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Sandra Bussin, Transportation Services staff reviewed the need for a traffic calming island on Wineva Avenue, between Queen Street East and Williamson Road. Councillor Bussin also requested that the installation of traffic calming be contingent on a poll of the subject Wineva Avenue residents also supporting street-based permit parking on Wineva Avenue. This is in order to address concerns with the loss of parking where the traffic calming island narrows the road.

## **COMMENTS**

Wineva Avenue is a 7.3-metres wide, local one-way southbound roadway that runs south from Williamson Road to Queen Street East, with a speed limit of 40 km/h. Parking is prohibited on the west side of Wineva Avenue and allowed for up to three hours, except by permit from 12:01 a.m. to 7:00 a.m. on the east side. The TTC No. 64 bus route operates on Wineva Avenue.

## **Analysis**

### **Traffic Calming**

Vehicle speeds and traffic volume are the prime criteria for installing traffic calming devices and other factors, including road width, pedestrian facilities and gradient are also considered in the assessment.

Wineva Avenue, between Queen Street East and Williamson Road, does not meet all the criteria for installing traffic calming devices. Specifically, the operating speed of 45 km/h is below the minimum of 10 km/h over the posted speed limit that the traffic calming policy requires; therefore, installing a traffic calming island on Wineva Avenue, between Queen Street East and Williamson Road, is not technically justified. Speed humps were not considered because there is regular TTC service on Wineva Avenue and the traffic calming policy precludes the installation of speed humps on such roadways.

A review of Toronto Police Service collision records for the three-year period ending September 30, 2009 revealed that two collisions were reported on Wineva Avenue, between Queen Street East and Williamson Road. The first collision involved a parked vehicle being struck by an unknown vehicle. The other collision involved motorists reversing from opposing driveways into each other. Vehicle speed was not identified as a causal factor in either of the collisions and neither involved a pedestrian.

Appendix A outlines the assessment of the technical criteria in more detail.

### **Street-Based Permit Parking**

Wineva Avenue, between Queen Street East and Williamson Road, is within permit parking area 9C where there are 4,358 parking spaces and 3,710 permits issued. On this section of Wineva Avenue there are 40 parking spaces and 36 permits issued. The implementation of street-based permit parking on Wineva Avenue, between Queen Street East and Williamson Road, would result in this roadway being removed from area 9C and being placed in a new permit parking area. Under this operation only residents of this section of Wineva Avenue would be eligible for a permit in the new area. However, these permits would not be valid in permit parking area 9C or any other permit parking area.

The installation of a traffic calming island would eliminate approximately two parking spaces on Wineva Avenue. Residents have requested that the street-based permit parking be established on their street to help mitigate this loss. Support for the installation of the traffic calming island would be contingent on support for street-based permit parking on Wineva Avenue.

### **Alternate recommendations**

If, despite the findings above, Toronto and East York Community Council determines that installing traffic calming on Wineva Avenue, between Queen Street East and Williamson Road, would be beneficial, it may approve the following:

1. Transportation Services poll eligible householders on Wineva Avenue, between Queen Street East and Williamson Road, to determine whether residents support the traffic calming island as shown on the attached Drawing No. 421F-9949 and the implementation of street based permit parking, 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 Wineva Avenue, between Queen Street East and Williamson Road, for traffic calming purposes, as shown on Drawing No. 421F-9949;
  - (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Wineva Avenue, between Queen Street East and Williamson Road, when the traffic calming island is installed;
  - (c) Transportation Services take the necessary action to prohibit parking on the east side of Wineva Avenue, between a point 146 metres south of Williamson Road and a point seven metres further south;

- (d) Transportation Services take the necessary action to convert from the “Area Based Permit Parking Program” to the “Street Name Permit Parking Program”.

### **Conduct poll**

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing traffic calming on this section of Wineva 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 traffic calming in order to proceed with the installation. Accordingly, subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll eligible residents on this section of Wineva Avenue. If the poll supports traffic calming on Wineva Avenue, Transportation Services staff would schedule installation based on relative need and competing priorities.

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

Relative need and the priority of traffic calming 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. Wineva Avenue scored fifteen points out of a possible 100.

Parking must be prohibited on both sides of the roadway where the narrowing device is installed. This would result in the loss of approximately two parking spaces. Also, there would be a minor impact on winter services, street cleaning and garbage collection.

A road narrowing would likely not result in slower operating speeds for emergency service vehicles.

### **Emergency Services Comments**

Consultation with emergency services is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. The attached letters dated January 11, 2010 and January 12, 2010 from Mainck Noormahamud, District Chief, Emergency Planning Research and Development, Toronto Fire Services, and Shamez Kassam, Senior EMS Planner, Toronto EMS, respectively, outline their concerns with the installation of traffic calming on Wineva Avenue.

## **TTC Comments**

Consultation with the Toronto Transit Commission determined that they have no concerns with a road narrowing device on Wineva Avenue as shown on Drawing No. 421F-9949.

## **CONTACT**

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## **SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing No. 421F-9949, dated March 2010  
Appendix "A" – Table 1: Traffic Calming Warrant Criteria  
Appendix "B" – Jan 12, 2010 letter from Toronto Fire Services  
Appendix "C" – Jan 11, 2010 letter from Emergency Medical Services

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## Table 1: Traffic Calming Warrant Criteria

### Wineva Avenue, between Queen Street East and Williamson Road

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. <b>OR</b> A direct request for the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	Met – Request from Councillor
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – Existing humps on adjacent roads
Warrant 2 Safety Requirements	2.1 sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	MET
(all three criteria must be fulfilled to satisfy this Warrant)	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Met – Road grade 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.	Not Met – TBD
Warrant 3 Technical Requirements	3.1 Minimum Speed	85 <sup>th</sup> %ile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. <b>OR</b> On streets where the 85 <sup>th</sup> %ile 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.	<b>NOT MET</b> – Speed studies show 85 <sup>th</sup> %ile as 45 km/h (Dec 15, 2009)
(all four criteria must be fulfilled to satisfy this warrant)	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 metres between stop controls (signals or stop signs)	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	
			<b>Not Met</b> – However, road narrowing allowed