

**Safety Enhancements – Winona Drive**

<b>Date:</b>	October 18, 2011
<b>To:</b>	Public Works and Infrastructure Committee
<b>From:</b>	General Manager, Transportation Services
<b>Wards:</b>	Davenport, Ward 17 and St. Paul's, Ward 21
<b>Reference Number:</b>	P:\2011\Cluster B\TRA\Toronto and East York District\TOP\Pw2011166te.top.doc

**SUMMARY**

Transportation Services is requesting approval from City Council to install a modular traffic island/planter box and two new speed humps on Winona Drive, between Glenhurst Avenue and Dundurn Crescent. Since the location in question is the boundary between two Community Council areas, this matter must be reported to the Standing Committee.

The intent of the modular traffic island/planter box on the east side of Winona Drive, immediately north of Glenhurst Avenue is to act as a physical deterrent to motorists inadvertently turning left from Glenhurst Avenue and travelling northbound on Winona Drive against the one-way southbound regulation. Installation of this measure will result in the loss of two on-street parking spaces.

The installation of two additional speed humps on Winona Drive, between Dundurn Crescent and Glenhurst Avenue is to reinforce the need for motorists to travel at a lower rate of speed when rounding the 90-degree curve in Winona Drive and generally enhance operational safety.

**RECOMMENDATIONS**

**The General Manager of Transportation Services recommends that:**

1. City Council approve the narrowing of Winona Drive, from a width of 8.9 metres to a width of 6.0 metres by the installation of a modular traffic island/planter box, on the east side of Winona Drive, from Glenhurst Avenue to a point 11.8 metres further north, generally as shown on the print of Drawing No. 421G-0413, dated July 2011 and attached to the report dated August 15, 2011, entitled, "Safety Enhancements – Winona Drive", from the General Manager, Transportation Services.

2. City Council approve the installation of two additional speed humps on Winona Drive in proximity to Premises No. 268 and between Premises Nos. 257/259, generally as shown on the print of Drawing No. 421G-0413, dated July 2011 and attached to the report dated August 15, 2011, entitled, "Safety Enhancements – Winona Drive", from the General Manager, Transportation Services.

### **Financial Impact**

The estimated cost of installing these additional safety enhancement measures on Winona Drive is \$8,500.00. Funds in the amount of \$513,000 are contained in the Transportation Services 2011 Capital Budget for traffic calming initiatives.

### **ISSUE BACKGROUND**

The Councillors for Ward 17 and Ward 21 have requested Transportation Services to report on installing a modular traffic island/planter box on the east side of Winona Drive, immediately north of Glenhurst Avenue to deter wrong-way vehicular travel on Winona Drive and installing two additional speed humps on Winona Drive, between Glenhurst Avenue and Dundurn Crescent to reinforce the need for motorists to travel at a lower rate of speed when rounding the 90-degree curve in Winona Drive.

### **COMMENTS**

Winona Drive is the boundary road between Davenport, Ward 17 and St. Paul's, Ward 21 and consequently, between the Toronto and East York and Etobicoke-York Community Council Areas. Winona Drive, between Glenhurst Avenue and Dundurn Crescent, is a local roadway operating one-way southbound. There is no TTC service operating on this section of the street. The Winona Drive road alignment changes from a southerly to westerly then back to southerly direction again approximately 45 metres west of Dundurn Crescent. This alignment, which is locally referred to as the "Winona Jog", has been subject to numerous complaints over the years about vehicles travelling the wrong way and at excessive rates of speed around the 90-degree bend in the road. Several measures have been implemented on Winona Drive to encourage lower operating speeds through the "jog" including a "Sharp Curve" warning sign with reduced speed tab indication, a speed hump about 30 metres east of the curve, and pavement markings on the west side of the road to visually narrow the motorists perspective of the pavement width.

Despite these measures, residents along this section of Winona Drive continue to express concern about vehicles travelling north from Glenhurst Avenue against the one-way southbound regulation and travelling at excessive rates of speed and losing control on the curve. In response to these concerns a site meeting was arranged with Winona Drive residents, Councillors Palacio and Mihevc, and Transportation Services staff from Toronto East York District and Etobicoke York District to review and evaluate options to resolve residents' concerns.

Currently reinforcing the one-way southbound operation on Winona Drive at Glenhurst Avenue are "One-way" directional arrows and "Do Not Enter" signs at the intersection. These signs are clearly visible and posted in a manner that complies with the requirements of the Ontario Highway Traffic Act. However, residents insist that these signage measures do not discourage motorists from travelling the wrong way on Winona Drive, north of Glenhurst Avenue. While wrong way travel on Winona Drive might partially be attributed to the roadway width of 8.9 metres, it is our experience from investigating similar complaints from across the City that wrong travel is often deliberate and not inadvertent as might be the case if signs were not properly posted and clearly visible. Given that Winona Drive is wider than the typical local road we recommend the installation a modular traffic island/planter box on the east side of Winona Drive to reduce the roadway width from 8.9 metres to 6.0 metres, at its intersection with Glenhurst Avenue. This installation is supported by the neighbourhood. However, while this will enhance motorist's awareness and possible compliance with the one-way southbound regulation on Winona Drive, it will not eliminate deliberate wrong-way travel.

When designing functional traffic calming plans on local streets it is our practice to space speed humps about 60 to 90 metres apart. This generally achieves an operating speed ranging between 30-38 km/h. Presently there is a single speed hump located on Winona Drive about 20 metres west of Dundurn Crescent and about 30 metres east of the 90-degree curve on the westbound section of Winona Drive. Local residents feel that the single speed hump is ineffective at reducing the rate of speed at which motorists negotiate the curve. Accordingly, they are requesting that a second speed hump be installed in advance of the curve and that an additional speed hump be installed immediately beyond the curve to maintain a constant rate of speed through this section of Winona Drive.

The introduction of a second speed hump about 9 metres west of the existing speed hump on the approach to the curve and the installation of another speed hump about 16 metres beyond the curve would discourage motorists from accelerating into the curve after crossing over the first speed hump and promote a consistently safer speed throughout the 90-degree curve.

Staff emphasize that the operational characteristics of Winona Drive between Dundurn Crescent and Glenhurst Avenue present a relatively unique situation that conventional traffic calming designs and appropriate signage have not resolved to the satisfaction of the residents and Ward Councillors. The measures recommended in this report will enhance safety on Winona Drive and comply with Canadian traffic calming guidelines.

## **CONTACT**

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## **SIGNATURE**

Gary Welsh, P.Eng.  
General Manager, Transportation Services

## **ATTACHMENT**

(1) Drawing No. 421G-0413, dated July 2011

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