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

Date: May 4, 2010
To: Toronto and East York Community Council
From: Director, Transportation Services Toronto and East York District
Wards: Beaches – East York, Ward 32
Reference Number: Ts10062te.top.doc

SUMMARY

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

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
Shawn Dartsch, Transportation Technologist
Traffic Operations, Toronto and East York District
Telephone: 416-338-5398;
Fax: 416-392-1920
E-mail: sdartsch@toronto.ca

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
Table 1: Traffic Calming Warrant Criteria

Wineva Avenue, between Queen Street East and Williamson Road

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warrant 1</td>
<td>Petition</td>
<td>A petition requesting traffic calming must be signed by at least 25% of households on the street. OR A direct request for the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</td>
<td>Met – Request from Councillor</td>
</tr>
<tr>
<td>Impacts to Adjacent Streets</td>
<td></td>
<td>No significant traffic impacts on adjacent streets</td>
<td>Met – Existing humps on adjacent roads</td>
</tr>
<tr>
<td>Warrant 2</td>
<td>Safety Requirements</td>
<td>(all three criteria must be fulfilled to satisfy this Warrant)</td>
<td>MET</td>
</tr>
<tr>
<td>2.1 sidewalks</td>
<td>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</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.2 Road Grade</td>
<td>Road grade 5% or less OR Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</td>
<td>Met – Road grade less than 8%</td>
<td></td>
</tr>
<tr>
<td>2.3 Emergency Response</td>
<td>No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.</td>
<td>Not Met – TBD</td>
<td></td>
</tr>
<tr>
<td>Warrant 3</td>
<td>Technical Requirements</td>
<td>(all four criteria must be fulfilled to satisfy this warrant)</td>
<td>NOT MET – Speed studies show 85th %ile as 45 km/h (Dec 15, 2009)</td>
</tr>
<tr>
<td>3.1 Minimum Speed</td>
<td>85th %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. OR On streets where the 85th %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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.2 Min. and Max. traffic Volume</td>
<td>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</td>
<td>MET – Local Road with 1546 veh/day (Dec 15, 2009)</td>
<td></td>
</tr>
<tr>
<td>3.3 Minimum Street Segment Length between stop controls</td>
<td>Street segment length must exceed 120 metres between stop controls (signals or stop signs)</td>
<td>Met</td>
<td></td>
</tr>
<tr>
<td>3.4 Transit Service</td>
<td>Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)</td>
<td>Not Met – However, road narrowing allowed</td>
<td></td>
</tr>
</tbody>
</table>