Traffic Calming – St. Helen's Avenue

Date: April 7, 2016
To: Toronto and East York Community Council
From: Director, Transportation Services, Toronto and East York District
Wards: Davenport, Ward 18
Reference Number: Ts2016097te.top.doc

SUMMARY

This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services staff have reviewed the need for traffic calming on St. Helen's Avenue, between Bloor Street West and Whytock Avenue, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied on this roadway. Therefore, traffic calming should not be installed on the subject section of St. Helen's Avenue.

RECOMMENDATIONS

Transportation Services, Toronto and East York District recommends that Toronto and East York Community Council:

1. Deny the installation of traffic calming on St. Helen's Avenue, between Bloor Street West and Whytock Avenue.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact.
ISSUE BACKGROUND
Transportation Services, Toronto and East York District was requested by Councillor Ana Bailão, on behalf of area residents to report on the need for speed humps on St. Helen's Avenue, between Bloor Street West and Whytock Avenue, to address residents' concerns regarding vehicle speeds.

COMMENTS
St Helen's Avenue, is a local road that operates two-way traffic between Bloor Street West and a point 99 metres south of Bloor Street West. It operates one-way southbound between a point 99 metres south of Bloor Street West and Whytock Avenue. It has a pavement width of about 7.4 metres, a posted speed limit of 40 km/h and a daily traffic volume of about 980 vehicles. Heavy trucks are prohibited at all times and there is no TTC service provided on St Helen's Avenue.

Analysis
Transportation Services conducted speed and volume studies on October 20-22, 2015. The results of the study indicated that St. Helen's Avenue, between Bloor Street West and Whytock Avenue, did not meet all the criteria for installing traffic calming devices. More specifically:

- The 49 km/h operating speed recorded is under the minimum of 10 km/h over the warranted speed limit required to satisfy the traffic calming installation criteria; and
- The average daily traffic volume recorded was 980 vehicles, which is below the minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on St. Helen's Avenue, between Bloor Street West and Whytock Avenue, is not warranted.

A review of Toronto Police Service collision records for a three year period ending December 31, 2015 did not find any reported collisions on St. Helen's Avenue attributed to speeding.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria – St. Helen's Avenue" outlines the results of our assessment.

Alternate recommendations
If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on St. Helen's Avenue, between Bloor Street West and Whytock Avenue, would be beneficial, it may approve the following:
"That the Toronto and East York Community Council direct that:

1. The Director of Transportation Services, Toronto and East York District request
the City Clerk to poll eligible householders on St. Helen's Avenue, between Bloor
Street West and Whytock Avenue, to determine whether residents support the
installation of traffic calming, in accordance with the City of Toronto Traffic
Calming Policy.

2. Subject to favourable results of the poll, the City Solicitor prepare a by-law to
alter sections of the roadway on St. Helen's Avenue, between Bloor Street West
and Whytock Avenue, for traffic calming purposes, generally as shown in the
speed hump plan that Transportation Services circulates to residents during the
polling process shows."

The installation of speed humps on St. Helen's Avenue would be subject to availability in
Transportation Services 2017 Capital Funding and competing priorities.

**Conduct poll**
The City of Toronto traffic calming policy stipulates residents who would be directly
affected by installing speed humps on St. Helen's Avenue must be formally polled. A
minimum response of 50 percent plus one ballot is required, of these, at least 60 percent
must be in favour of installing speed humps in order to proceed with the installation.
Subject to approval by Toronto and East York Community Council of the alternate
recommendations outlined above, the City Clerk would poll eligible residents on
St. Helen's Avenue. If the poll supports speed humps, Transportation Services staff
would schedule installation based on relative need, competing priorities and funding
availability.

**Relative Priority and Other Impacts**
Relative need and priority of speed hump 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. St. Helen's Avenue, between Bloor
Street West and Whytock Avenue, scored 20 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking
spaces be affected by the installation of speed humps. Installation of speed humps will
have minimal effect on winter services, street cleaning and garbage collection.

Speed humps will result in slower operating speeds for all vehicles, including emergency
service vehicles, and could result in increased response times in the event of an
emergency.
Emergency Services Comments
Consultation with emergency services (Police, Fire and Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Paramedic Services have provided their comments in the attached letter dated February 17, 2016 (Appendix B). Toronto Fire Services have provided their comments in the attached letter dated March 24, 2016 (Appendix C). Comments have not been received from Toronto Police Services.

Councillor Ana Bailão has been advised of the recommendation of this staff report.

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SIGNATURE

Kyp Perikleous
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS
1. Appendix A – Table 1: Traffic Calming Warrant Criteria
2. Appendix B – Letter from Toronto Paramedic Services, dated February 17, 2016
3. Appendix C – Letter from Toronto Fire Services, dated March 24, 2016

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