Traffic Calming - Barrie Avenue

Date: March 22, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 21, St. Paul's

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 Barrie Avenue, between Winona Drive and Atlas 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 Barrie Avenue.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District, recommends that:

1. Toronto and East York Community Council deny the installation of traffic calming measures on Barrie Avenue, between Winona Drive and Atlas Avenue.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendations in this report.

DECISION HISTORY

This report addresses a new initiative.
Barrie Avenue is a 7.3-metre wide local road that operates one-way westbound between Atlas Avenue and Winona Drive. The maximum speed limit on Barrie Avenue is 50 km/h, however this speed limit will be lowered to 30 km/h in conjunction with other Toronto and East York District local roads with 50 km/h speed limits. The TTC does not have a regularly scheduled service on Barrie Avenue.

Transportation Services conducted a mid-block speed and volume study on Barrie Avenue over a three-day mid-week period in September 2016. The study found the vehicular operating speed to be 35 km/h and the average daily traffic volume to be 178 vehicles. The operating speed, also known as the 85th percentile speed, is the speed at which 85 per cent of vehicles travel at or below. The study findings were assessed against the City of Toronto's traffic calming policy and it was found that Barrie Avenue does not satisfy the installation criteria for traffic calming devices. More specifically, the operating speed must be at least 10 km/h over a warranted 40 km/h speed limit and the minimum traffic volume for a local road must be at least 1,000 vehicles per day.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2016, found one reported collision on Barrie Avenue. There was no indication that this collision was attributed to speeding.

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

**Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council determines that installing traffic calming on Barrie Avenue, between Winona Drive and Atlas Avenue, would be beneficial, it may approve the following:

"That the Toronto and East York Community Council direct:

1. The Acting Director of Transportation Services, Toronto and East York District request the City Clerk to poll eligible householders on Barrie Avenue, between Winona Drive and Atlas 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 the roadway on Barrie Avenue, between Winona Drive and Atlas Avenue, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2447, dated March 2017, attached to the report entitled 'Traffic Calming - Barrie Avenue' from the Acting Director, Transportation Services, Toronto and East York District."

The estimated cost for installing one speed hump on Barrie Avenue is $3,200.00. The installation of a speed hump on Barrie Avenue would be subject to availability in Transportation Services Capital Funding and competing priorities.
Conduct Poll
The City of Toronto's traffic calming policy stipulates that residents who would be directly affected by installing a speed hump on Barrie Avenue, between Winona Drive and Atlas Avenue, be formally polled. A minimum response of 50 percent plus one ballot is required, of which at least 60 percent of the respondents must support installing a speed hump in order to proceed with the installation. Should the Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Barrie Avenue, between Winona Drive and Atlas Avenue. If the poll supports the speed hump, Transportation Services 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. Barrie Avenue, between Winona Drive and Atlas Avenue, scored 7 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 to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Paramedic Services provided their comments in the attached letter dated November 10, 2016 (Appendix B). Comments have not been received from Toronto Police Service or Toronto Fire Services.
Councillor Joe Mihevc has been advised of the recommendations of this staff report.

**CONTACT**

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Transportation Services  
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**SIGNATURE**

Dave Twaddle, C.E.T.  
Acting Director, Transportation Services  
Toronto and East York District

**ATTACHMENTS**

1. Drawing No. 421G-2447, dated March 2017  
2. Appendix A - Table 1: Traffic Calming Warrant Criteria - Barrie Avenue  
3. Appendix B - Letter from Toronto Paramedic Services, dated November 10, 2016
APPENDIX A
Table 1: Traffic Calming Warrant Criteria
Barrie Avenue, between Atlas Avenue and Winona Drive

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warrant 1 Petition</td>
<td>1.1 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 – there should be minimal traffic spillover to adjacent streets, which should have minimal operational impacts.</td>
</tr>
<tr>
<td>Warrant 2 Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)</td>
<td></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 sidewalks on at least one side of the street must have first been considered</td>
<td>Met – continuous sidewalk on both sides of Barrie Avenue</td>
</tr>
<tr>
<td></td>
<td>2.1 Sidewalks</td>
<td>Road grade 5% or less</td>
<td>Met – Road grade for most of Barrie Avenue is less than 5%</td>
</tr>
<tr>
<td></td>
<td>2.2 Road Grade</td>
<td>Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</td>
<td>Letter dated Nov. 10/16 received from Paramedic Services - see Appendix B. Comments not yet received from Toronto Fire and Toronto Police.</td>
</tr>
<tr>
<td></td>
<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></td>
</tr>
<tr>
<td>Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)</td>
<td></td>
<td>85th percentile speed is a minimum of 10 km/h (but less than 15 km/h) over the warranted speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. OR On streets where the 85th percentile speed exceeds the warranted speed limit by a maximum of 15 km/h, there is no minimum volume required in warrant 3.2.</td>
<td>NOT MET – Speed studies show 85th percentile as 35 km/h (Sept. 2016)</td>
</tr>
<tr>
<td></td>
<td>3.1 Minimum Speed</td>
<td>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>NOT MET - Local Road with 178 veh/day (Sept. 2016)</td>
</tr>
<tr>
<td></td>
<td>3.2 Min. and Max. Traffic Volume</td>
<td>Street segment length must exceed 120 metres between stop controls (signals or stop signs)</td>
<td>Met – Street segment is greater than 120 metres between stop controls</td>
</tr>
<tr>
<td></td>
<td>3.3 Minimum Street Segment Length between stop controls</td>
<td>Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)</td>
<td>Met – No TTC service</td>
</tr>
</tbody>
</table>
November 10, 2016

Mr. Brian Holditch
Traffic Operations
Transportation Services

Re: Traffic Calming Measures – Barrie Avenue, between Winona Drive and Atlas Avenue—Evaluation for the installation of speed humps.

Dear Mr. Holditch

I have received and reviewed the proposal for installation of speed humps on Barrie Avenue, between Winona Drive and Atlas Avenue. I have the following comments:

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighborhood and we endeavor to support the wishes of the community to implement measures to improve upon these components.

As documented in the Traffic Calming Policy, Toronto Paramedic Services has concerns regarding the usage of traffic calming measures, specifically vertical obstacle measures such as speed humps. These have a negative impact on emergency call response times, travel times to hospital and on patient comfort during transport. This delay is cumulative with each obstacle and can directly impact patient outcome.

In addition to concern for patient outcome and safety it is noted that this proposal does not meet the Warrant Criteria as set out in the Policy. Therefore, Toronto Paramedic Services is opposed to the installation of traffic calming devices on Barrie Avenue, between Winona Drive and Atlas Avenue. It is important that the applicant fully understands the potential for delay in emergency response and that alternatives to vertical measures be considered and evaluated.

Yours truly,

[Signature]

Dawn Ainsworth
Superintendent, Toronto Paramedic Services
Planning, Special Events & Emergency Management

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