



**STAFF REPORT
ACTION REQUIRED**

Massey Street, between Queen Street West and Adelaide Street West – Traffic Calming

Date:	February 28, 2008
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina – Ward 19
Reference Number:	Ts08019te.top.doc

SUMMARY

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision.

Transportation Services staff have investigated installing speed humps on Massey Street, between Queen Street West and Adelaide Street West to address residents’ concerns with the speed of traffic.

Staff’s assessment indicates the criteria as set out in the Traffic Calming Policy has not been met. Therefore, installation of speed humps on Massey Street is not recommended.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Not authorize installation of speed humps on Massey Street, between Queen Street West and Adelaide Street West.

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 speed humps on Massey Street would be beneficial, the following financial impact will result:

1. The estimated cost for installing two speed humps would be \$6,000.00. Funds in the amount of \$265,000.00 have been allocated in the Transportation Services

2008 Capital Budget for traffic calming initiatives. Installing speed humps on Massey Street would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Deputy Mayor Joe Pantalone, Transportation Services staff investigated Massey Street to determine whether installation of speed humps is justified to address concerns with current traffic operations.

COMMENTS

Massey Street, between Queen Street West and Adelaide Street West, is a local street operating one-way southbound with a posted speed limit of 40 km/h and a pavement width of 7.3 metres. There are sidewalks on both sides of the roadway and the road grade is less than 5 percent. No T.T.C. service operates on Massey Street.

Analysis

The Toronto Police Service collision records indicate no collisions have been reported on Massey Street, between Queen Street West and Adelaide Street West for the three-year period ending November 30, 2007.

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

Massey Street, between Queen Street West and Adelaide Street West, does not meet the following criteria stipulated in the City of Toronto's Traffic Calming Policy for installing speed humps:

- the operating speed of traffic is 35 km/h. Not only is this below the minimum threshold of 40 km/h over the warranted 40 km/h speed limit stipulated by the policy, it is below the posted speed limit and at a level the installation of speed humps is expected to achieve; and
- the volume of traffic is about 300 vehicles a day, approximately 30% of the minimum volume of 1000 vehicles a day stipulated by the Policy.

Therefore, installing speed humps on Massey Street, between Queen Street West and Adelaide Street West, is not technically warranted or recommended.

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 speed humps on Massey Street, between Queen Street West and Adelaide Street West would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Massey Street, between Queen Street West and Adelaide Street West to determine whether residents support the installation speed humps, in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
 - (a) the City Solicitor prepare a by-law to alter sections of the roadway on Massey Street, between Queen Street West and Adelaide Street West, for traffic calming purposes, generally as shown on the speed hump plan that Transportation Services circulated to residents during the polling process; and
 - (b) Transportation Services take the necessary action to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Massey Street, between Queen Street West and Adelaide Street West, when the speed humps are installed.

Conduct poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on this section of Massey Street must be formally polled. A minimum response of 50 percent plus one ballot is required, of which at least 60 percent of the respondents must be in favour of installing speed humps to proceed with the installation. 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 Massey Street. If the poll supports speed humps, Transportation Services would schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and the 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. Massey Street scored 3 points out of a possible 100.

No alterations to parking regulations are required, and the number of parking spaces is not affected. Installation of speed humps will have minimal effects on winter services, street cleaning and garbage collection.

Speed humps would 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 Emergency Medical Services) is required in order to ensure the design and layout of a speed hump proposal does not unduly affect emergency operations. We have consulted with emergency services but

have not received any specific comments at this time. However, Toronto Fire Services has provided the following general statement in the past regarding the installation of speed humps:

“...Toronto Fire Service is supportive of initiatives that improve the life safety of our citizens. Our concern is that the physical calming measures being proposed may negatively impact emergency response to the area.

The vertical restrictions imposed by speed humps have a much greater affect on large fire vehicles than smaller passenger vehicles. Response time increases with every obstacle a fire vehicle encounters en route from the fire station to the incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time that could result in increased property damage, unnecessary injury or loss of life.

Speed humps are generally hard on large, heavy vehicle (fire vehicles) and increase the potential to suffer mechanical damage. This in turn can lead to a vehicle being placed out of service for considerable periods of time. Aside from the costs associated with repairs, there is a decrease in the resources available to respond to other emergency situations.”

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Appendix “A” – Table 1: Traffic Calming Warrant Criteria
Drawing No. 421F-9173, dated January 2008

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