



STAFF REPORT ACTION REQUIRED

Traffic Calming – Draper Street

Date:	December 15, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 20
Reference Number:	Ts09211te.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 has investigated installing speed humps on Draper Street, between Wellington Street West and Front 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 Draper Street is not recommended.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Not authorize installation of speed humps on Draper Street, between Wellington Street West and Front 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 Draper Street, between Wellington Street West and Front Street West, 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 \$500,000.00 have been requested in the Transportation Services

2010 Capital Budget for traffic calming initiatives. Installing speed humps on Draper Street is subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Adam Vaughan, Transportation Services investigated Draper Street, between Wellington Street West and Front Street West, to determine whether installation of speed humps is justified to address concerns with current traffic operations.

COMMENTS

Draper Street, between Wellington Street West and Front Street West, is a local road that operates one-way northbound with a daily traffic flow of approximately 750 vehicles and a speed limit of 40 km/h. There are no intersecting streets between Wellington Street West and Front Street West. Sidewalks are provided on both sides of the road. There is no TTC service on this street.

Analysis

The Toronto Police Service collision records indicate that no speed-related collisions have been reported on Draper Street for a three-year period ending October 31, 2009.

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.

Draper Street, between Wellington Street West and Front 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 37 km/h. Not only is this below the minimum threshold of 40 km/h over the warranted 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 750 vehicles a day, approximately 75% of the minimum volume of 1,000 vehicles a day stipulated by the policy.

Therefore, installing speed humps on Draper Street, between Wellington Street West and Front 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, the Toronto and East York Community Council determines that installing speed humps on Draper Street, between Wellington Street West and Front Street West, would be beneficial, it should adopt the following:

1. The City Clerk poll eligible householders on Draper Street, between Wellington Street West and Front Street West, to determine whether residents support the installation of 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 a section of the roadway on Draper Street, between Wellington Street West and Front Street West, for traffic calming purposes, generally as shown on the attached Drawing No. 421F-9880, dated December 2009, that the City Clerk 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 Draper Street, between Wellington Street West and Front 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 Draper 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 support 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 Draper Street, between Wellington Street West and Front Street West. 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 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. Draper Street, between Wellington Street West and Front Street West, scored 2 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 Emergency Medical Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. We have advised emergency services that the subject location is being considered for the installation of traffic calming. We have not received any comments back at this time.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

LIST OF ATTACHMENTS

- (1) Drawing No. 421F-9880, dated December 2009
- (2) Appendix A - Table 1: Traffic Calming Warrant Criteria

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