



REPORT FOR ACTION

Traffic Calming - Church Street, between Grattan Street and Cypress Street

Date: November 13, 2020
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

SUMMARY

As the Toronto Transit Commission (TTC) operates bus service on Church Street, City Council approval of this report is required.

Transportation Services is requesting approval to install traffic calming islands on Church Street, between Grattan Street and Cypress Street. Staff's assessment indicates that the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, traffic calming islands can be installed on this section of Church Street, subject to positive results of the traffic calming poll.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. City Council request the City Clerk (Polling Registry Services) to poll eligible householders in English or any other language specified by Community Council, on Church Street, between Grattan Street and Cypress Street, to determine if property owners/occupants support the installation of traffic calming islands, according to the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll;
 - a. City Council authorize the installation of five traffic calming islands on Church Street, between Grattan Street and Cypress Street.
 - b. City Council direct the City Solicitor to prepare a by-law to alter sections of the roadway on Church Street for traffic calming enhancement, generally as shown on Drawing EY20-040A, dated October 2020 and circulated to residents during the polling process.

FINANCIAL IMPACT

The estimated costs for installing the five traffic calming islands on Church Street, between Grattan Street and Cypress Street will be approximately \$27,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2021 Capital Budget.

DECISION HISTORY

At the meeting of Toronto West Community Council on January 27, 28 and 29, 2004, and subsequently on March 1, 2004, Council adopted the report entitled, "Roadway Modification Poll Results, Feasibility of Community Safety Zones, Church Street between Weston Road and Jane Street" and in so doing authorized the installation of traffic calming measures on Church Street on the blocks between Cypress Street and Pine Street where there was an average response rate to the poll of 56 percent, with 68 percent in favour. Although the residents of Church Street between Weston Road and Jane Street were polled, only these two blocks received the required 50% plus 1 response rate and 60 percent support.

At its meeting on October 13, 2016, Etobicoke York District adopted the report entitled Speed Limit Amendment - Church Street and in doing so, for area continuity purposes, lowered the speed limit on Church Street from Weston Road to Jane Street to 30 km/h.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EY17.25>

At its meeting on November 3, 2020, Etobicoke York Community Council adopted the report entitled Traffic Calming - Church Street, between Elm Street and Pine Street and in doing so, authorized the polling of residents on this section of road on a traffic calming proposal.

<https://www.toronto.ca/legdocs/mmis/2020/ey/bgrd/backgroundfile-157582.pdf>

COMMENTS

Transportation Services recently attended a community meeting with residents of Church Street, on the section between Pine Street and Elm Street to discuss additional traffic calming on this section of road. At this meeting, some residents who live to the west of Elm Street asked that the section west of Cypress Street also be reviewed. Although traffic calming was considered on all of Church Street in 2004, and residents were polled, only the section of Church Street between Pine Street and Cypress Street received positive poll results. Additional traffic calming can be reconsidered now that the 2 year polling moratorium has expired.

Existing Conditions

Church Street is characterized by the following conditions:

- It is a two lane, east-west collector road.
- It operates two-way traffic on a pavement width of approximately 8.2 metres
- The daily two-way traffic volume is approximately 3,000 vehicles and the posted regulatory speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is TTC service provided by the 59 Maple Leaf bus between Weston Road and Jane Street
- Sidewalks are intermittent along Church Street, however are continuous on the north side between Grattan Street and Cypress Street
- Traffic calming measures exist on Church Street between Cypress Street and Pine Street in the form of both raised centre islands and mountable centre islands, the latter specifically between Elm Street and Pine Street
- This street is located in the residential community north of Lawrence Avenue West and runs between Jane Street and Weston Road
- Parking is prohibited on both sides of the road at all times

A map of the area is shown on Attachment 1.

The TTC operates a bus route on Church Street between Weston Road and Jane Street. As such, vertical deflections such as speed humps are not appropriate on this road.

Study Results

In order for traffic calming to be recommended on a street, the criteria as set out in the City of Toronto's Traffic Calming Policy must be satisfied. The warrant criteria includes factors such as vehicle speed and volume, road widths, pedestrian facilities and gradient. Details of the warrant criteria are included in Attachment 2.

As part of the assessment of the warrant criteria, a vehicle speed study was conducted on November 4, 2020 on Church Street, between Grattan Street and Cypress Street.

Based on the study results, Church Street, between Grattan Street and Cypress Street has satisfied the warrant criteria for both minimum vehicle speed and volume. The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 46 km/h. The operating speed is 16 km/h over the warranted speed of 30 km/h. The 24 hour total vehicle volume is estimated at 3,000 vehicles which is above the required minimum of 2,500 vehicles per day for collector roads.

The overall investigation concluded that the warrant criteria as outlined in the Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of traffic calming on Church Street, between Grattan Street and Cypress Street.

Polling Requirement

The current City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally poll property owners/occupants who are directly affected by the installation of traffic calming measures on Church Street, between Grattan Street and Cypress Street. Under the policy, the poll will be considered in favour of traffic calming if it satisfies the following requirements:

- A response rate of 50 percent plus one
- A response rate of 25 percent if the subject street is within a Community Safety Zone or a School Speed Zone
- A support rate of at least 60 percent of the valid responses

Subject to approval by Community Council, according to the recommendations in this report, the City Clerk will poll property owners/occupants. Should the results support installing traffic calming measures on Church Street, between Grattan Street and Cypress Street, Transportation Services staff will schedule their installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and 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. Church Street, between Grattan Street and Cypress Street, scored 23 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 these traffic calming islands as the road is already posted as No Parking Anytime on both sides.

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect operations. Emergency services were advised of this proposal.

Comments have not been received back at the time of writing this report from the Toronto Police Service, Toronto Paramedic Services or Toronto Fire Services.

The TTC has been consulted on this proposal and can support the traffic calming islands on this section of road.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

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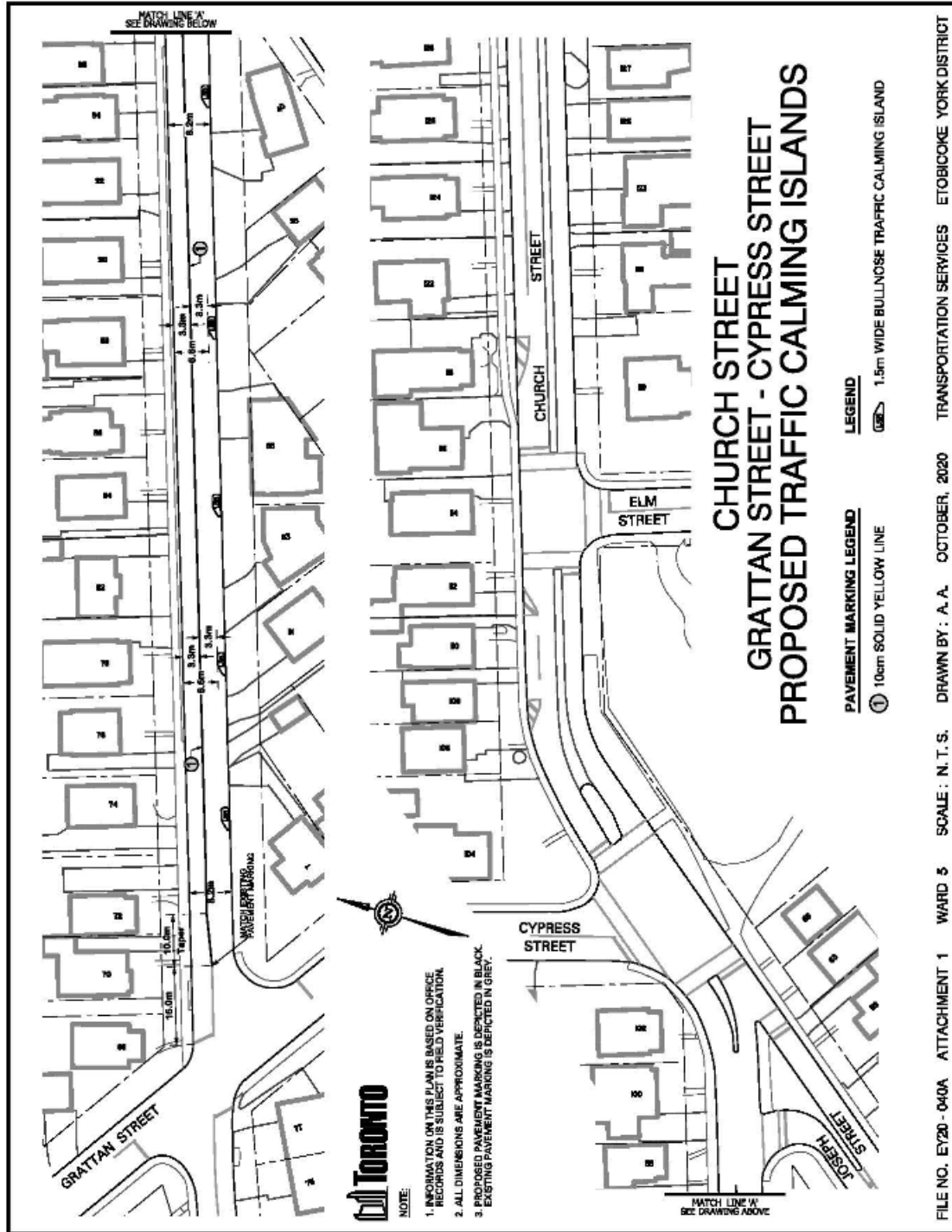
SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Church Street - Proposed Traffic Calming Islands
Attachment 2: Traffic Calming Warrant - Church Street

Attachment 1: Map Church Street - Proposed Traffic Calming Islands



Attachment 2: Traffic Calming Warrant - Church Street

Traffic Calming Warrant Criteria Church Street between Grattan Street and Cypress Street

Warrant	Criterion	Requirement	Met/Not Met
Warrant 1 Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. OR A direct request from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Public Meeting
	Impacts to Adjacent Streets	No significant traffic impacts on adjacent streets	Met
Warrant 2 Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)	2.1 sidewalks	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	Met - sidewalks on one sides of the street
	2.2 Road Grade	Road grade 5% or less OR Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Met – Road grade less than 5%.
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	T.B.D.
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th percentile speed is a minimum of 10 km/h (but less than 15 km/h) over the warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. OR On streets where the 85 th percentile 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.	Met – 85th percentile speed of 46 km/h (16 km/h over warranted 30 km/h speed limit)
	3.2 Min. and Max. Traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 2,500 Veh/day	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	
			Met – Collector Approx. 3,000 Veh/day
			Met
			Met – TTC Consulted and can support.