STAFF REPORT
ACTION REQUIRED

Traffic Calming – Cedarcrest Boulevard and Gower Street

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<th>Date:</th>
<th>December 4, 2013</th>
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<td>To:</td>
<td>Toronto and East York Community Council</td>
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<tr>
<td>From:</td>
<td>Director, Transportation Services, Toronto and East York District</td>
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<td>Wards:</td>
<td>Beaches – East York, Ward 31</td>
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SUMMARY
This staff report is about a matter for which Toronto and East York Community Council has been delegated authority from City Council to make a final decision.

Transportation Services staff have reviewed the need for traffic calming on Cedarcrest Boulevard, between Glen Albert Drive and Gower Street, and on Gower Street, between Cedarcrest Boulevard and Dawes Road. These roadways front George Webster Elementary School. Our assessment indicates the criteria as set out in the traffic calming policy has not been met. Therefore, speed humps should not be installed on Cedarcrest Boulevard or on Gower Street at this time.

RECOMMENDATIONS
Transportation Services recommends to Toronto and East York Community Council that:

1. Traffic calming not be installed on Cedarcrest Boulevard, between Glen Albert Drive and Gower Street, and on Gower Street, between Cedarcrest Boulevard and Dawes Road.

Financial Impact
The adoption of the above-noted recommendation will not result in any financial impacts.

If, however, Toronto and East York Community Council decides that speed humps on Cedarcrest Boulevard, between Glen Albert Drive and Gower Street, and on Gower Street, between Cedarcrest Boulevard and Dawes Road would be beneficial, the following financial impact will result:
1. The estimated cost for installing three speed humps would be $9,000.00. Funds have been requested in the Transportation Services 2014 Interim Capital Budget for traffic calming initiatives. Installing speed humps on Cedarcrest Boulevard and on Gower Street would be subject to competing priorities and funding availability.

**ISSUE BACKGROUND**
At the request of Councillor Janet Davis, on behalf of area residents and George Webster Elementary School, Transportation Services staff conducted a traffic study on Cedarcrest Boulevard and on Gower Street, to determine whether traffic calming devices would address concerns with current traffic operations.

**COMMENTS**
Cedarcrest Boulevard, between Gower Street and Glen Albert Drive, is a local street operating two-way, northbound and southbound, with a pavement width of 8.5 metres. Cedarcrest Boulevard has a speed limit of 40 km/h. Sidewalks exist on both sides of the roadway and the road grade is less than 5 percent. There is no TTC service on Cedarcrest Boulevard.

Gower Street, between Cedarcrest Boulevard and Dawes Road, is a local street operating two-way, eastbound and westbound, with a pavement width of 9.0 metres. Gower Street has a speed limit of 40 km/h. Sidewalks exist on both sides of the roadway and the road grade is less than 5 percent. TTC community bus operates on Gower Street, but not on the subject section of Gower Street where traffic calming is requested.

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

Cedarcrest Boulevard, between Gower Street and Glen Albert Drive, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 44 km/h is below the minimum of 10 km/h over the existing posted speed limit required in the traffic calming policy. Therefore, the installation of traffic calming on Cedarcrest Boulevard, between Gower Street and Glen Albert Drive, is not warranted.

Gower Street, between Cedarcrest Boulevard and Dawes Road, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 42 km/h is below the minimum of 10 km/h over the existing posted speed limit required in the traffic calming policy. Also, the average daily traffic volume recorded was 860 vehicles, which is below the minimum 1000 vehicles per day needed to satisfy the traffic calming installation criteria. Therefore, the installation of traffic calming on Gower Street, between Cedarcrest Boulevard and Dawes Road, is not warranted.

Toronto Police Service collision records indicate that no collisions were reported on either section of Cedarcrest Boulevard or Gower Street over a three-year period ending December 31, 2012.
Appendix "A" and Appendix "B" 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 Cedarcrest Boulevard, between Gower Street and Glen Albert Drive, and on Gower Street, between Cedarcrest Boulevard and Dawes Road, would be beneficial, it may approve the following:

1. Polling Registry Services poll eligible householders on Cedarcrest Boulevard, between Gower Street and Glen Albert Drive, and on Gower Street, between Cedarcrest Boulevard and Dawes Road, to determine whether residents support the installation, 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 Cedarcrest Boulevard, between Gower Street and Glen Albert Drive, and on Gower Street, between Cedarcrest Boulevard and Dawes Road for traffic calming purposes, generally as shown on Drawing No. 421G-1278, dated December, 2013, attached to the report dated December 4, 2013, entitled "Traffic Calming – Cedarcrest Boulevard and Gower Street " from the Director, Transportation Services, Toronto and East York District; and

   (b) Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Cedarcrest Boulevard, between Gower Street and Glen Albert Drive, and on Gower Street, between Cedarcrest Boulevard and Dawes Road, 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 Cedarcrest Boulevard and on Gower 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 in order to proceed with the installation. Subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Polling Registry Services would poll eligible residents on this section of Cedarcrest Boulevard and Gower Street. If the poll supports speed humps, Transportation Services staff 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. Cedarcrest Boulevard, between Gower Street and Glen Albert Drive, scored 35 ranking points out of a possible 100.
Gower Street, between Cedarcrest Boulevard and Dawes Road, scored 19 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 to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency Medical Services and Toronto Fire Services provided their comments in the attached letter dated December 15, 2011 (Appendix B) and December 14, 2011 (Appendix C). Emergency Medical Services and Toronto Fire Services are both opposed to the installation of speed humps on Cedarcrest Boulevard and on Gower Street, in the vicinity of George Webster Elementary School, at this time. Comments have not yet been received from the Toronto Police Service.

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SIGNATURE

Jacqueline White, P.Eng.
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS
(1) Drawing No. 421G-1278, dated December 2013
(2) Appendix A - Table 1: Traffic Calming Warrant Criteria
(3) Appendix B - Table 2: Traffic Calming Warrant Criteria
(3) Appendix C - December 14, 2011 letter from Fire Services
(5) Appendix D - December 15, 2011 letter from Toronto Emergency Medical Services