

**Traffic Calming – Major Street, between College Street
and Ulster Street**

Date:	October 8, 2015
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Trinity-Spadina, Ward 20
Reference Number:	Ts2015187te.top.doc

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 Major Street, between Ulster Street and College Street, to address residents' concerns regarding vehicle speeds. Our assessment indicates that the criteria as set out in the traffic calming policy, has not been satisfied. Therefore, traffic calming should not be installed on the subject section of Major Street.

RECOMMENDATIONS

Transportation Services, Toronto and East York District recommends that Toronto and East York Community Council:

1. Deny the installation of traffic calming measures on Major Street, between Ulster Street and College Street.

Financial Impact

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

ISSUE BACKGROUND

Transportation Services, Toronto and East York District, was requested by Councillor Joe Cressy, on behalf of the Harbord Village Residents' Association, to review the feasibility of implementing traffic calming measures (speed humps) on Major Street, between College Street and Ulster Street, because of speeding motorists on this section of Major Street.

COMMENTS

Major Street is a 7.32 metre-wide local road that operates one-way northbound, from College Street to Ulster Street, with a posted speed limit of 40 km/h. Parking is prohibited at all times on the west side of the subject section of Major Street. On the east side of Major Street, parking is allowed for a maximum period of one hour from 10:00 a.m. to 7:00 p.m. daily. Permit parking operates between 12:01 a.m. to 10:00 a.m. daily. There is no TTC service provided on Major Street.

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.

Major Street, between College Street and Ulster Street, does not meet all the criteria for installing traffic calming devices. More specifically:

- The 40 km/h operating speed recorded is under the minimum of 10 km/h over the warranted speed limit required to satisfy the traffic calming installation criteria. The operating speed, also known as the 85th percentile speed, is the speed at which 85 per cent of vehicles travel at, or below; and
- The average daily traffic volume recorded was 552 vehicles, which is below the minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on Major Street, between College Street and Ulster Street, is not warranted.

A review of Toronto Police Service collision records for a three year period ending June 30, 2014 did not reveal any reported collisions that may have been attributed to speeding on Major Street.

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 Major Street, between College Street and Ulster Street, would be beneficial, it may approve the following:

“That the Toronto and East York Community Council direct that:

1. The Director of Transportation Services, Toronto and East York District request the City Clerk to poll eligible householders on Major Street, between College Street and Ulster Street, 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 sections of the roadway on Major Street, between College Street and Ulster Street, for traffic calming purposes, generally as shown in the speed hump plan that Transportation Services circulates to residents during the polling process shows.”

The estimated cost for installing speed humps would be \$3,000.00 per hump. The installation of speed humps on Major Street would be subject to funding availability in Transportation Services 2016 Capital Funding and competing priorities.

Conduct Poll

The City of Toronto traffic calming policy stipulates residents who would be directly affected by installing speed humps on this section of Major Street, between College Street and Ulster Street must be formally polled. A minimum response of 50 percent plus one ballot is required, of these replies, at least 60 percent 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, the City Clerk would poll eligible residents on this section of Major 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. Major Street, between Ulster Street and College Street, scored 5 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 and Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Paramedic Services have indicated they are not in support of this proposal. Comments have been requested but not yet received from the other emergency services. (Appendix “B”)

Councillor Joe Cressy has been advised of the recommendation of this report.

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SIGNATURE

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Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

1. Appendix A – Table 1: Traffic Calming Warrant Criteria
2. Appendix B – Letter from Toronto Paramedic Services, dated October 7, 2014

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