Traffic Calming - Heath Street West

Date: May 2, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 22, St. Paul's

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 Heath Street West, between Deer Park Crescent and Yonge Street, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the traffic calming policy has not been satisfied on this roadway. Therefore, traffic calming should not be installed on the subject section of Heath Street West.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District recommends that:

1. Toronto and East York Community Council deny the installation of traffic calming on Heath Street West, between Deer Park Crescent and Yonge Street.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendations in this report.

DECISION HISTORY

This report addresses a new initiative.
**Existing Conditions**

Heath Street West, between Deer Park Crescent and Yonge Street, is a collector road that operates with two-way traffic. It has a posted speed limit of 40 km/h and a daily two-way traffic volume of about 5,500 vehicles. The pavement width on Heath Street West is about 7.3 metres and there are sidewalks provided on both sides. There is no TTC service provided on Heath Street West.

**Analysis**

Transportation Services conducted three days of mid-block speed and volume studies on Heath Street West, between Deer Park Crescent and Yonge Street, in January-February 2017.

The study findings were assessed against the City of Toronto's traffic calming policy and it was found that Heath Street West, between Deer Park Crescent and Yonge Street, does not satisfy the installation criteria for traffic calming devices. More specifically, the operating speed of 41 km/h is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on Heath Street West, between Deer Park Crescent and Yonge Street, is not warranted.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2016 disclosed ten collisions on the subject section of Heath Street West. Further review determined that none of these ten collisions could be attributed to excessive speeding. One of the ten collisions involved a pedestrian. In this collision, a northbound pedestrian was crossing mid-block when they were struck by an eastbound motorist. The pedestrian sustained minimal injuries and the motorist was not charged.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria" outlines the results of our assessment for Heath Street West, between Deer Park Crescent and Yonge Street.

**Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Heath Street West, between Deer Park Crescent and Yonge Street, would be beneficial, it may approve the following:

"That the Toronto and East York Community Council direct:

1. The Acting Director of Transportation Services, Toronto and East York District request the City Clerk to poll eligible householders on Heath Street West, between Deer Park Crescent and Yonge 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 Heath Street West, between Deer Park Crescent and Yonge Street, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2486, dated May 2017, attached to the report entitled 'Traffic Calming - Heath Street West' from the Acting Director, Transportation Services, Toronto and East York District.

3. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Heath Street West, between Deer Park Crescent and Yonge Street, when the speed humps are installed."

The estimated cost for installing three speed humps on Heath Street West is $9,600. The installation of speed humps on Heath Street West would be subject to availability in Transportation Services 2018 Capital Funding and competing priorities.

**Conduct Poll**
The City of Toronto's traffic calming policy stipulates that residents who would be directly affected by installing speed humps on Heath Street West, between Deer Park Crescent and Yonge Street, 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. Should Toronto and East York Community Council approve the recommendations outlined above, Transportation Services would request a poll of eligible residents on Heath Street West, between Deer Park Crescent and Yonge Street. If the poll supports speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

**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. Heath Street West, between Deer Park Crescent and Yonge Street, scored 29 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 services, and could result in increased response times in the event of an emergency.

**Emergency Services Comments**
Consultation with emergency services (Police, Fire and Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Comments have been requested but have not yet been received from the emergency services.
Councillor Josh Matlow has been advised of the recommendation of this staff report.

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SIGNATURE

Dave Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

ATTACHMENTS

1. Drawing No. 421G-2486, dated May 2017
2. Appendix A - Table 1: Traffic Calming Warrant Criteria
## Table 1: Traffic Calming Warrant Criteria

Heath Street West, between Deer Park Crescent and Yonge Street

<table>
<thead>
<tr>
<th>Warrant</th>
<th>Criterion</th>
<th>Requirement</th>
<th>Met/Not Met</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Warrant 1</strong></td>
<td>Petition</td>
<td>1.1 Petition</td>
<td>A petition requesting traffic calming must be signed by at least 25% of households on the street. <strong>OR</strong> A direct request from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</td>
</tr>
<tr>
<td><strong>Impacts to Adjacent Streets</strong></td>
<td></td>
<td></td>
<td>No significant traffic impacts on adjacent streets</td>
</tr>
<tr>
<td><strong>Warrant 2</strong></td>
<td>Sidewalks</td>
<td>2.1 Sidewalks</td>
<td>Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). <strong>OR</strong> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered</td>
</tr>
<tr>
<td>Safety Requirements</td>
<td>Road Grade</td>
<td>2.2 Road Grade</td>
<td>Road grade 5% or less <strong>OR</strong> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</td>
</tr>
<tr>
<td>(all three criteria must be fulfilled to satisfy this Warrant)</td>
<td>Emergency Response</td>
<td>2.3 Emergency Response</td>
<td>No significant impacts on Emergency Services - as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.</td>
</tr>
<tr>
<td><strong>Warrant 3</strong></td>
<td>Minimum Speed</td>
<td>3.1 Minimum Speed</td>
<td>85th %ile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. <strong>OR</strong> On streets where the 85th %ile 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.</td>
</tr>
<tr>
<td>Technical Requirements</td>
<td>Min. and Max. traffic Volume</td>
<td>3.2 Min. and Max. traffic Volume</td>
<td>Local Roads: Traffic volume between 1,000 Veh/day and 8,000 Veh/day</td>
</tr>
<tr>
<td>(all four criteria must be fulfilled to satisfy this warrant)</td>
<td>Minimum Street Segment Length between stop controls</td>
<td>3.3 Minimum Street Segment Length between stop controls</td>
<td>Street segment length must exceed 120 meters between stop controls (signals or stop signs)</td>
</tr>
<tr>
<td></td>
<td>Transit Service</td>
<td>3.4 Transit Service</td>
<td>Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)</td>
</tr>
</tbody>
</table>