TORONTO

REPORT FOR ACTION

Traffic Calming - Comay Road, between Culford Road and Gulliver Road

Date: April 5, 2018
To: Etobicoke York Community Council
From: Director, Transportation Services, Etobicoke York District
Wards: Ward 12 – York South-Weston

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

This report outlines the results of our investigation into installing speed humps on Comay Road, between Culford Road and Gulliver Road. The results indicate that the criteria to justify installing speed humps are not satisfied.

RECOMMENDATIONS

The Director, Transportation Services, Etobicoke York District recommends that:

1. Etobicoke York Community Council NOT approve installing speed humps on Comay Road.

FINANCIAL IMPACT

Adopting the above-noted recommendation does not result in any financial impact; however, should Community Council decide to approve the installation of traffic calming devices on Comay Road, the following financial impact will result:

1. The estimated costs for installing seven speed humps on Comay Road will be $28,000.00. Funding for these speed humps is available in the Transportation Services 2019 Capital Budget, subject to competing priorities and funding availability.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Comay Road to address concerns with speeding vehicles. A map of the area is Attachment 1.

Comay Road is a two-lane road classified in the City's Road Classification System as a "Local" road. This street operates two-way between Culford Road and Gulliver Road. Sidewalks are absent on both sides of the road. Immaculate Conception Catholic School is located on Comay Road across from Gulliver Park and the posted speed limit is 30 km/h.

To confirm the speed concerns, automatic speed and volume data was collected on Comay Road, between Culford Road and Gulliver Road. The results of the speed studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85th Percentile	24 Hr Total
	1-40	41-50	51-60	61-65	>65		
Comay Road	290	194	48	4	1	49 km/h	537

The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving.

We assessed the subject location according to the City of Toronto's Traffic Calming Policy. Vehicle speeds and traffic volumes are the prime criteria for installing traffic calming devices. Other environmental factors are also examined, such as road width, pedestrian facilities and grade. The proposal was evaluated under each criteria (Warrants 1, 2 and 3), with the results summarized in Attachment 2.

Based on data collected and evaluated against the warrants for the installation of traffic calming measures, the installation of speed humps is not recommended. Comay Road does not satisfy the technical requirements.

Furthermore, it was noted that there have been no reported collisions in the preceding three year period ending December 31, 2017, where vehicle speed was identified as a contributing factor.

Should Etobicoke York Community Council decide to proceed with installing speed humps on Comay Road, between Culford Road and Gulliver Road, we recommend that:

1. The City Clerk (Polling Registry Services) poll eligible householders in English or any other language specified by Community Council, on Comay Road, between Culford Road and Gulliver Road, to determine if property owners/occupants support the installation, according to 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 Comay Road for traffic calming enhancement, generally as shown on Drawing EY18-033, dated April 2018 and circulated to residents during the polling process.

The current City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally survey property owners/occupants who would be directly affected by the installation of speed humps on Comay Road. The policy stipulates that a minimum response rate of 50% plus one of affected households/properties respond, and that 60% of valid responses support the proposal in order to implement the plan.

Subject to approval by Etobicoke York Community Council, according to the recommendations indicated above, the City Clerk will survey property owners/occupants. If the survey supports installing speed humps on Comay Road, between Culford Road and Gulliver Road, Transportation Services staff will schedule their installation based on relative need and competing priorities.

Installing 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.

CONTACT

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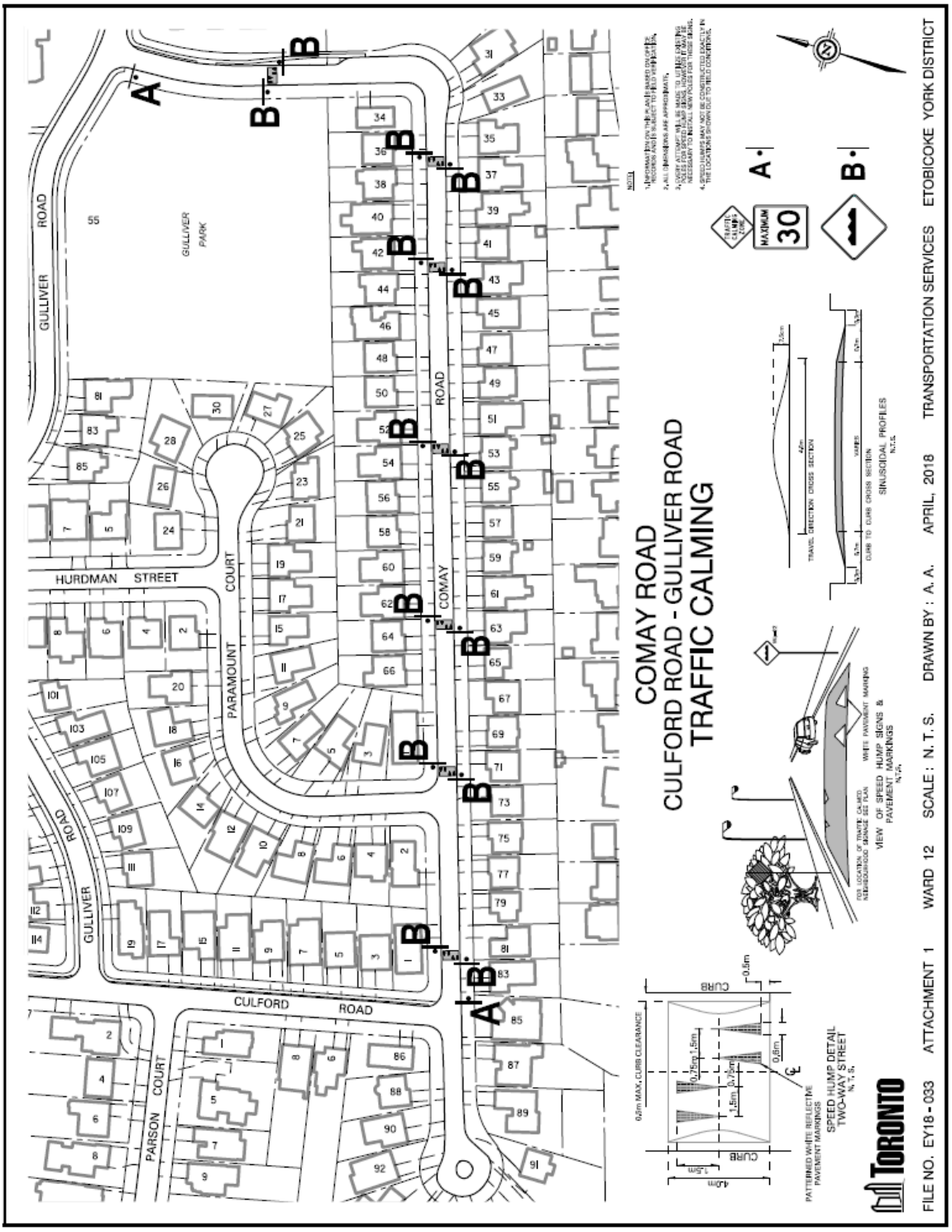
Steven Kodama, P.Eng.
Director, Transportation Services, Etobicoke York District

ATTACHMENTS

1. Area Map (Comay Road)
2. Traffic Calming Warrant Criteria - Comay Road

Attachment 1: Area Map - Comay Road



Attachment 2: Traffic Calming Warrant Criteria - Comay Road

Traffic Calming Warrant Criteria
Comay Road, between Culford Road and Gulliver Road

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.**		**Councillor initiative after 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		**Not Met** – Sidewalks absent on both sides and installation was considered.
	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 8%.
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.		**Met** – General objections from Toronto Fire, Ambulance and Police.
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85th 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 85th percentile speed exceeds a warranted speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.		**Not Met** – 85th percentile speed of 49 km/h (9 km over 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	**Not Met** – 537 veh per day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		**Met**
	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** – No TTC service.