

## **Traffic Calming (Speed Humps) - Metcalfe Street**

**Date:** June 4, 2018  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Transportation Services, Toronto and East York District  
**Wards:** Ward 28, Toronto Centre-Rosedale

### **SUMMARY**

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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, specifically speed humps on Metcalfe Street, between Winchester Street and Carlton 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 Metcalfe Street, between Winchester Street and Carlton Street.

### **RECOMMENDATIONS**

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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 measures (speed humps) on Metcalfe Street, between Winchester Street and Carlton Street.

### **FINANCIAL IMPACT**

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

### **DECISION HISTORY**

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This report addresses a new initiative.

## COMMENTS

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Transportation Services, Toronto and East York District, was requested by Councillor Lucy Troisi, on behalf of local residents, to investigate the feasibility of speed humps on Metcalfe Street, between Winchester Street and Carlton Street, to address concerns regarding vehicle speeds.

### **Existing Conditions**

Metcalfe Street, between Winchester Street and Carlton Street, is a local roadway which operates one-way northbound. The posted speed limit is 30 km/h and the daily traffic volume is about 339 vehicles. The pavement width is about 6 metres and sidewalks are provided on both sides. There is no TTC service provided on Metcalfe Street.

### **Analysis**

Transportation Services conducted three days of mid-block speed and volume studies on Metcalfe Street, between Winchester Street and Carlton Street, on January 31, February 1 and 2, 2017. It should be noted that the studies are based on the warranted speed limit of 40 km/h.

The study findings were assessed against the City of Toronto's traffic calming policy and it was found that Metcalfe Street, between Winchester Street and Carlton Street, did not meet the warrant criteria for the installation of traffic calming devices.

The warrant was evaluated based on the following criteria:

Speed: The operating (85th percentile) speed was found to be 32 km/h. This is below the minimum of 40 km/h over the warranted speed limit required to satisfy the traffic calming installation speed criteria; and

Volume: The average daily traffic volume recorded was 339 vehicles. This is below the minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation volume criteria.

A review of Toronto Police Service collision records for a three-year period ending December 31, 2017 disclosed that one collision occurred on the section of Metcalfe Street, between Winchester Street and Carlton Street. This collision was not attributed to vehicle speeds.

In view of the above, the installation of traffic calming devices (speed humps) on Metcalfe Street, between Winchester Street and Carlton Street, is not warranted.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria – Metcalfe Street" outlines the results of the assessment.

## **Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Metcalfe Street, between Winchester Street and Carlton 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 Metcalfe Street, between Winchester Street and Carlton 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 Metcalfe Street, between Winchester Street and Carlton Street, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-2990, dated June 2018, attached to the report entitled 'Traffic Calming (Speed Humps) – Metcalfe Street' from the Acting Director, Transportation Services, Toronto and East York District."

The estimated cost for installing two speed humps on Metcalfe Street, between Winchester Street and Carlton Street, is \$8,000.00. The installation of speed humps would be subject to availability in Transportation Services 2019 Capital Funding and competing priorities.

## **Conduct Poll**

The City of Toronto's traffic calming policy stipulates the option that residents who would be directly affected by installing speed humps on Metcalfe Street, between Winchester Street and Carlton 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 Metcalfe Street, between Winchester Street and Carlton 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. Metcalfe Street, between Winchester Street and Carlton Street, scored 3 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 Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Comments have not yet been received from Toronto Police Services, Toronto Fire Services and Toronto Paramedic Services.

Councillor Lucy Troisi has been advised of the recommendations of this staff report.

### **CONTACT**

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### **SIGNATURE**

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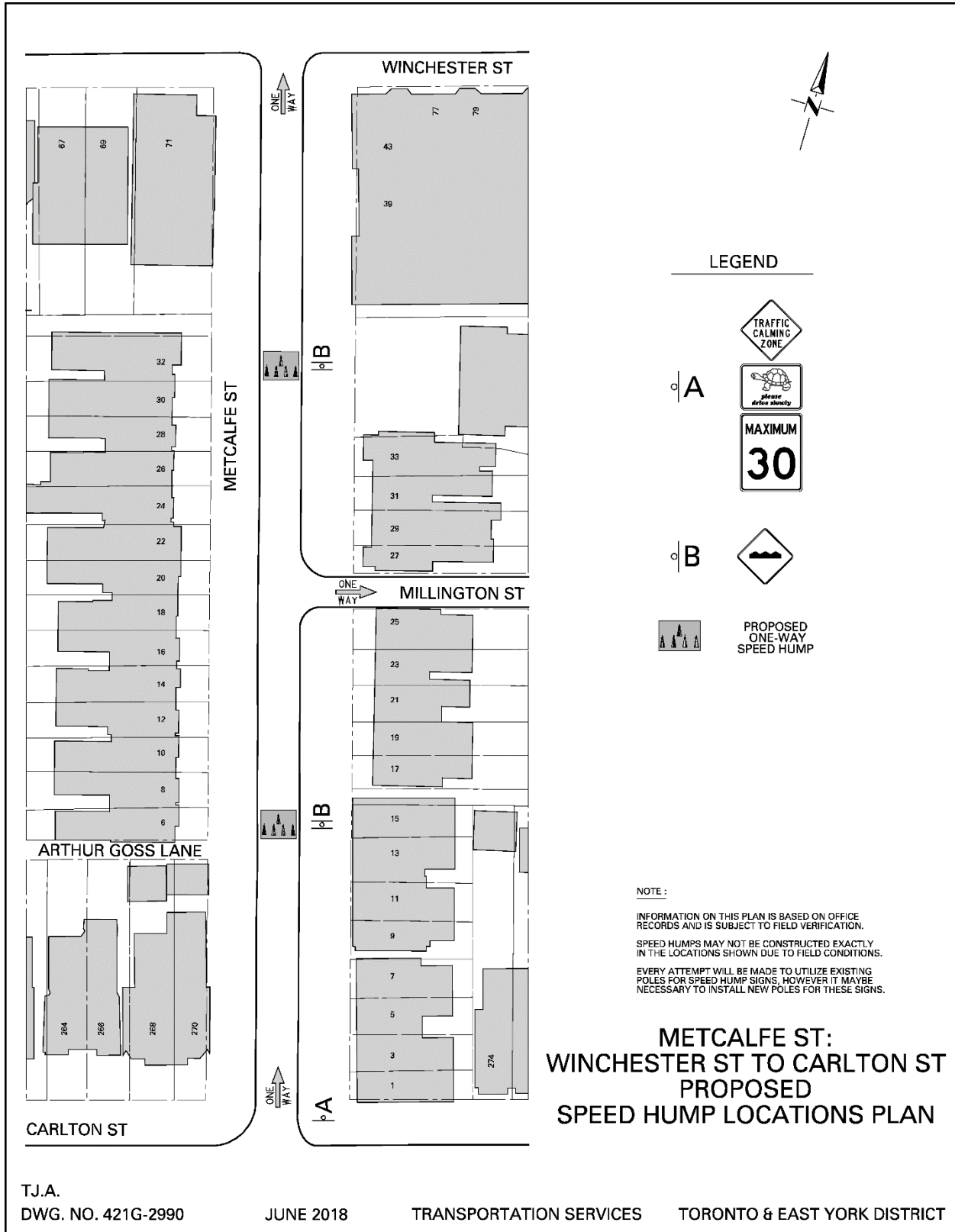
Dave Twaddle, C.E.T.  
Acting Director, Transportation Services  
Toronto and East York District

### **ATTACHMENTS**

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1. Drawing No. 421G-2990, dated June 2018
2. Appendix A - Table 1: Traffic Calming Warrant Criteria (Metcalfe Street)

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**Table 1: Traffic Calming Warrant Criteria**

Metcalfe Street, between Winchester Street and Carlton 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. <b>OR</b> A direct request from the Ward Councillor. <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met</b> – Councillor Troisi received a petition from local residents requesting traffic calming on Metcalfe Street, between Winchester Street and Carlton Street
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met</b> – There should be no traffic spill-over to adjacent streets
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). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	<b>Met</b> – There are sidewalks present on both sides of the Metcalfe Street
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	<b>Met</b> – The road grade on Metcalfe Street is 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	Comments have been requested. Comments have not yet been received from Toronto Police Services, Toronto Fire Services and Toronto Paramedic Services.
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 <sup>th</sup> %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. <b>OR</b> On streets where the 85 <sup>th</sup> %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.	<b>Not Met</b> – Speed studies on Metcalfe Street, between Winchester Street and Carlton Street, shows an 85 <sup>th</sup> percentile speed of 32 km/h.
	3.2 Min. and Max. traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 8,000 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)	<b>Not Met</b> – Distance between stop control at Winchester Street and end of Metcalfe Street at Carlton Street is 100 metres in length
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	<b>Met</b> – No TTC service on Metcalfe Street, between Winchester Street and Carlton Street