

Traffic Calming - George Street

Date: May 7, 2019
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – 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 George Street, between King Street and Church Street. The results indicate that the criteria to justify installing speed humps are not satisfied.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council NOT authorize the installation of speed humps on George Street, between King Street and Church Street.

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 George Street, the following financial impact will result:

1. The estimated total cost for installing 3 speed humps on George Street will be \$12,000.00. Funding is available in the Transportation Services' 2019 Capital Budget, subject to competing priorities and funding availability.

DECISION HISTORY

This report is a new request being presented to Etobicoke York Community Council.

COMMENTS

At the request of the Ward Councillor, Transportation Services staff attended a public meeting to address traffic issues relating to the redevelopment of St. John the Evangelist School, as well as address traffic issues at H.J. Alexander Community School. As a result of this meeting, staff were requested to investigate the feasibility of installing physical traffic calming measures on George Street, between King Street and Church Street, to address concerns with speeding vehicles. A map of the area is Attachment 1.

George Street is classified under the City of Toronto's Road Classification System as a "local" road. It operates two-way between King Street and Church Street. The pavement width is approximately 7.5 metres and the posted legal speed limit is 40 km/h. Sidewalks exist on both sides of the street. All-way stop controls are in force at the intersections of George Street and King Street, as well as George Street and Church Street. St. John the Evangelist School is located on the east side of George Street and H.J. Alexander Community School is located on the west side of George Street.

To address the request for traffic calming, speed and volume studies were conducted on George Street. The results of these studies are summarized in the following table:

Study Location	Speed Ranges – km/h					85th Percentile	24 Hr Total
	1-40	41-50	51-55	56-60	>60		
George Street	549	206	28	16	8	47 km/h	807

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 as George Street 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, 2018, in which vehicle speeds were identified as a contributing factor.

Should Etobicoke York Community Council decide to proceed with installing speed humps on George Street, between King Street and Church Street, it may approve the following:

1. Etobicoke York Community Council direct the Acting Director of Transportation Services, Traffic Management Centre to request the City Clerk (Polling Registry Services) to poll eligible householders in English or any other language specified by Community Council, on George Street, between King Street and Church Street, to determine if property owners/occupants 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 George Street, between King Street and Church Street for traffic calming enhancement purposes, generally as shown on Drawing EY19-051, dated May 2019 and circulated to residents during the polling process.
 - b. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on George Street, between King Street and Church Street, when the speed humps are installed.

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 George Street. The policy stipulates that a minimum response rate of 50% plus one (25% in Community Safety Zones) 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 George Street, between King Street and Church Street, Transportation Services staff will schedule installation based on relative need and competing priorities.

Consultation with emergency services (Police, Fire and Paramedic Services) is required to ensure that the design and layout of the proposed traffic calming does not negatively affect their operations. At the time of writing this report comments have not been received from Toronto Police Service, Toronto Paramedic Services or Toronto Fire Services. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

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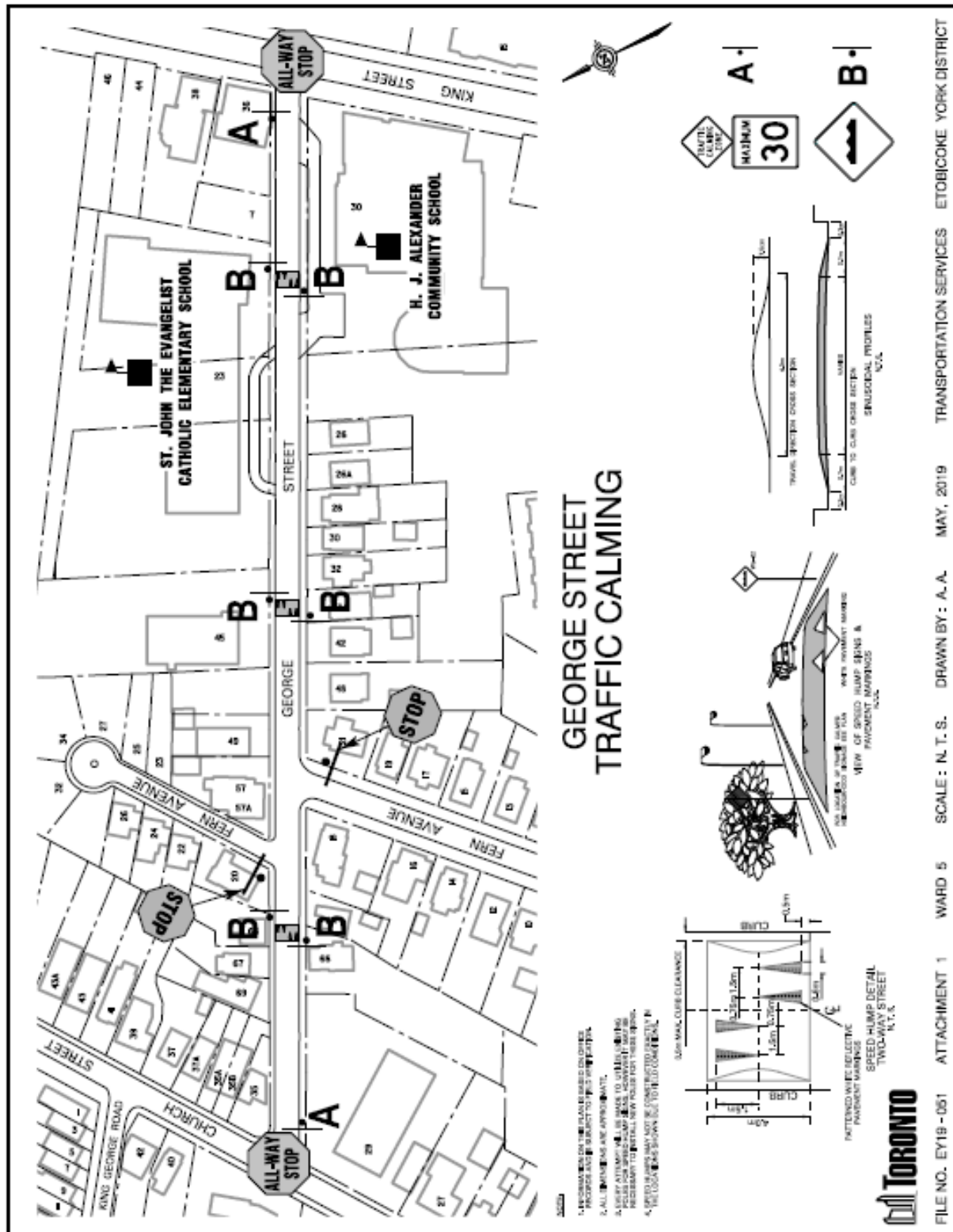
SIGNATURE

Roger Browne, M.A. Sc., P.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

Attachment 1: Area Map 1 (George Street)
Attachment 2: Traffic Calming Warrant - George Street

Attachment 1: Area Map 1 (George Street)



Attachment 2: Traffic Calming Warrant - George Street

Traffic Calming Warrant Criteria George 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. OR A direct request from the Ward Councillor.		Met (public meeting)
		Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.		
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		Met – Continuous sidewalk on both sides of the street
	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 5%.
	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	85 th 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 85 th 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 – 85 th percentile speed of 47 km/h
	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 – 807 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.