



REPORT FOR ACTION

Traffic Calming - Church Street, between Elm Street and Pine Street

Date: October 1, 2020
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

SUMMARY

As the Toronto Transit Commission (TTC) operates bus service on Church Street, City Council approval of this report is required.

Transportation Services is requesting approval to install traffic calming islands on Church Street, between Elm Street and Pine Street. Staff's assessment indicates that the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, traffic calming islands can be installed on this section of Church Street, subject to positive results of the traffic calming poll.

RECOMMENDATIONS

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

1. City Council request the City Clerk (Polling Registry Services) to poll eligible householders in English or any other language specified by Community Council, on Church Street, between Elm Street and Pine Street, to determine if property owners/occupants support the installation of traffic calming islands, according to the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll;
 - a. City Council authorize the installation of five traffic calming islands on Church Street, between Elm Street and Pine Street.
 - b. City Council direct the City Solicitor to prepare a by-law to alter sections of the roadway on Church Street for traffic calming enhancement, generally as shown on Drawings EY20-040A and EY20-040B, dated October 2020 and circulated to residents during the polling process.

FINANCIAL IMPACT

The estimated costs for installing the traffic calming islands on Church Street, between Elm Street and Pine Street will be approximately \$35,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2021 Capital Budget.

DECISION HISTORY

At the meeting of Toronto West Community Council on January 27, 28 and 29, 2004, and subsequently on March 1, 2004, Council adopted the report entitled, "Roadway Modification Poll Results, Feasibility of Community Safety Zones, Church Street between Weston Road and Jane Street" and in so doing authorized the installation of traffic calming measures on Church Street on the blocks between Cypress Street and Pine Street where there was an average response rate to the poll of 56 percent, with 68 percent in favour. Although the residents of Church Street between Weston Road and Jane Street were polled, only this one block received the required 50% plus 1 response rate and 60 percent support.

At its meeting on October 13, 2016, Etobicoke York District adopted the report entitled Speed Limit Amendment - Church Street and in doing so, for area continuity purposes, lowered the speed limit on Church Street from Weston Road to Jane Street to 30 km/h.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EY17.25>

COMMENTS

Transportation Services attended a community meeting with residents of Church Street, on the section between Pine Street and Elm Street to discuss additional traffic calming on this section of road. Although traffic calming was considered on all of Church Street in 2004, and residents were polled, only the section of Church Street between Pine Street and Elm Street received positive poll results. Additional traffic calming can be reconsidered now that the 2 year polling moratorium has expired. A map of the area is shown on Attachment 1.

Church Street is a two-way road classified in the City's Road Classification System as a "Collector" road. This street is located in the residential community north of Lawrence Avenue West and runs between Jane Street and Weston Road. Sidewalks are intermittent along Church Street, however are continuous on the north side between Rosemount Avenue and Pine Street. The legal speed limit on Church Street is 30 km/h from Weston Road to Jane Street. Traffic calming measures exist on Church Street between Cypress Street and Pine Street in the form of both raised centre islands and mountable centre islands, the latter specifically between Elm Street and Pine Street. The TTC operates a bus route on Church Street between Weston Road and Jane Street. As such, vertical deflections such as speed humps are not appropriate on this road.

Speed and volume studies were conducted on April 5, 2018 on Church Street. between Elm Street and Pine 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	51-60	61-65	>65		
Church Street, between Elm Street and Pine Street	827	1,405	703	129	103	55 km/h	3,167

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

The subject location was assessed 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 traffic calming is recommended on Church Street between Elm Street and Pine Street, as the technical requirements are satisfied. Of note, although the section of Church Street between Rosemount Avenue and Grattan Street was initially reviewed for traffic calming islands, as this section is already only 7.4 metres wide, the minimum 6.6 metre road width could not be maintained with the installation of traffic calming islands

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. The policy stipulates that a minimum response rate of 50 percent 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, of the recommendations indicated in this report, the City Clerk will survey property owners/occupants. If the survey supports installing traffic calming islands on Church Street, between Elm Street and Pine 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 traffic calming proposal does not negatively affect their operations. Comments have not been received back at the time of writing this report from Toronto Police Service, Toronto Paramedic Services or Toronto Fire Services. In addition, this proposal has been circulated to the TTC for comments and they can support this proposal on this section of road.

CONTACT

Bruce Clayton
Manager, Traffic Operations - Etobicoke York District
Tel: 416-394-8409
Fax: 416-394-8942
E-Mail: bruce.clayton@toronto.ca

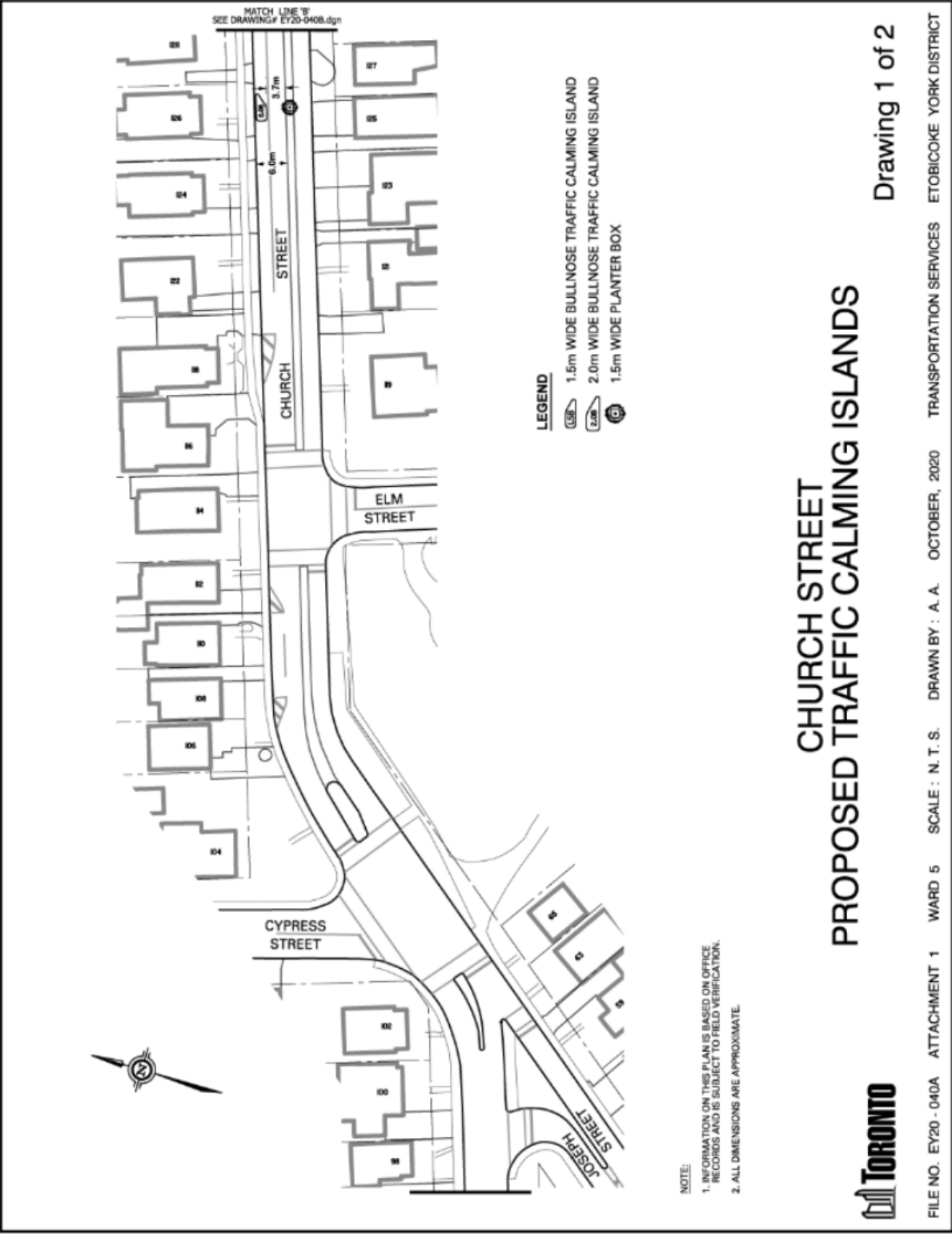
SIGNATURE

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

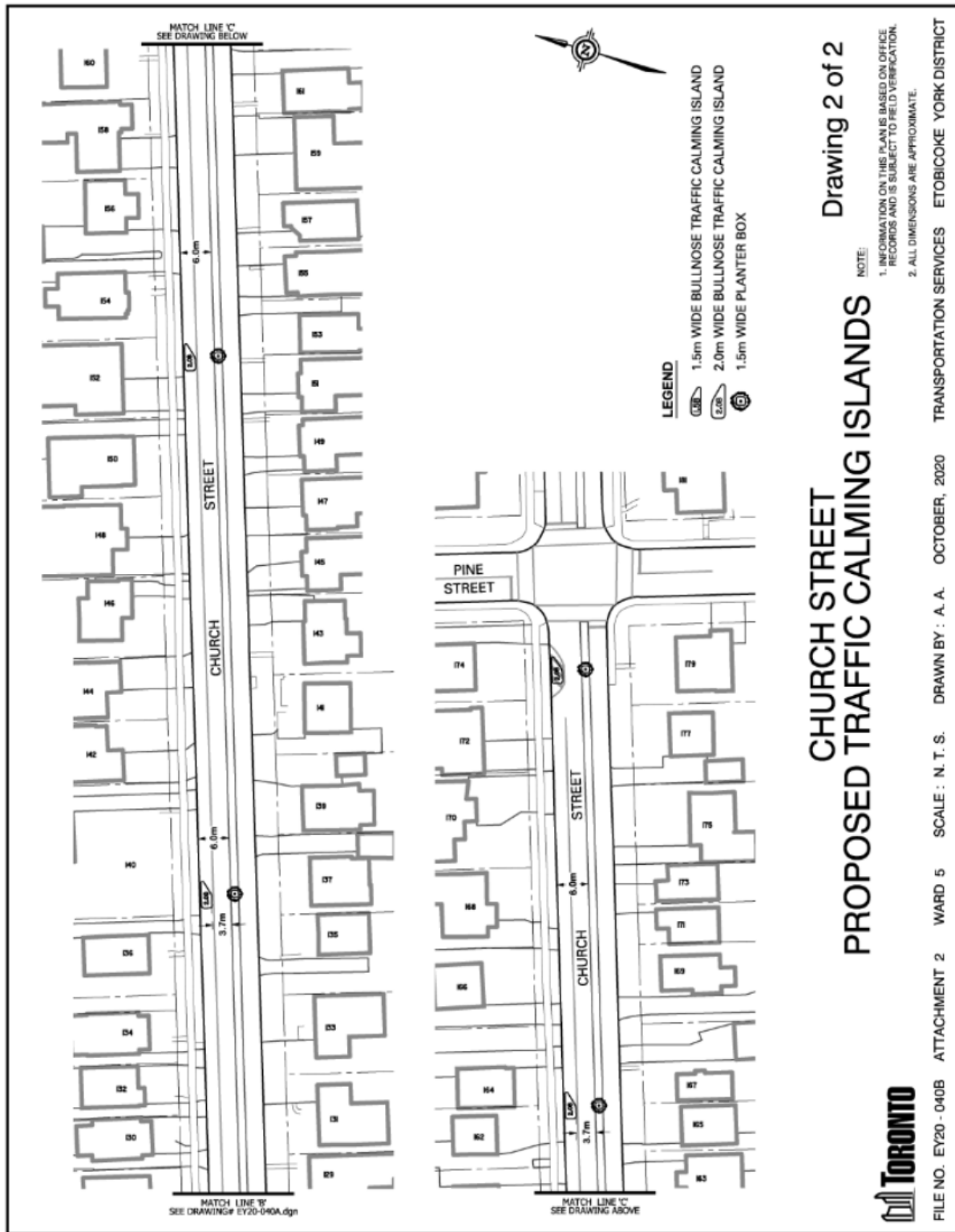
ATTACHMENTS

Attachment 1: Map - Church Street - Proposed Traffic Calming Islands
Attachment 2: Map - Church Street - Proposed Traffic Calming Islands
Attachment 3: Traffic Calming Warrant - Church Street

Attachment 1: Area Map 1 (Church Street - Elm Street to Pine Street)



Attachment 1: Area Map 2 (Church Street - Elm Street to Pine Street)



Attachment 3: Traffic Calming Warrant - Church Street

Traffic Calming Warrant Criteria Church Street between Grattan Street and Pine 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. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.		Met – 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		Met - sidewalks 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.		T.B.D.
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 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.		Met – 85 th percentile speed of 55 km/h (25 km/h over warranted 30 km/h 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	Met – Collector 3,167 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)		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 – TTC Consulted and can support.