

Requested Traffic Calming - George Appleton Way and James Finlay Way

Date: February 18, 2020

To: North York Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 6 - York Centre

SUMMARY

This staff report is about a matter for which Community Council has delegated authority to make a final decision.

Transportation Services staff have reviewed the need for traffic calming on George Appleton Way, between Keele Street and James Finlay Way, and on James Finlay Way, between Wilson Avenue and George Appleton Way, to address residents' concerns regarding vehicle speeds. 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. North York Community Council NOT authorize the installation of traffic calming (speed humps) on George Appleton Way, between Keele Street and James Finlay Way.
2. North York Community Council NOT authorize the installation of traffic calming (speed humps) on James Finlay Way, between Wilson Avenue and George Appleton Way.

FINANCIAL IMPACT

Adopting the above-noted recommendation will not result in any financial impact. However, should Community Council decide to authorize the installation of traffic calming (speed humps) on George Appleton Way and James Finlay Way, the estimated cost for installing five speed humps will be \$20,000.00. Funding for these speed humps would be subject to availability and completing priorities in the Transportation Services 2020 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by former Councillor Maria Augimeri, on behalf of local residents, to investigate the feasibility of installing traffic calming measures (speed humps) on George Appleton Way, between Keele Street and James Finlay Way and on James Finlay Way, between Wilson Avenue and George Appleton Way. The residents are concerned that motorists travel at a high rate of speed on George Appleton Way and James Finlay Way, and have submitted a petition in support of this request.

Both George Appleton Way and James Finlay Way have a pending roadway classification. Sidewalks are provided on both sides of George Appleton Way and James Finlay Way and both streets have a speed limit of 50 km/h. Heavy vehicles are prohibited from using both roadways.

To identify the existing traffic conditions, a 24-hour speed and volume study was conducted on George Appleton Way, between Keele Street and James Finlay Way and on James Finlay Way, between Wilson Avenue and George Appleton Way, from November 15, 2018 to November 18, 2018. The following table identifies the results of the study:

Table 1: 24-Hour Speed and Volume Study - George Appleton Way and James Finlay Way (November 15-18, 2018)

Section	Direction	Speed Limit	Vehicle Speed		Traffic Volumes		
			Operating*	Average	AM	PM	24 hour
George Appleton Way	Eastbound	50 km/h	43 km/h	35 km/h	256	227	3,033
	Westbound		40 km/h	31 km/h	29	24	433
James Finlay Way	Northbound		48 km/h	39 km/h	316	291	3,901
	Southbound		44 km/h	35 km/h	50	102	1,090

In reviewing the traffic data collected as part of this investigation, the "Technical Requirements" warrant of the Traffic Calming Policy is not satisfied on George Appleton Way and James Finlay Way. Specifically:

- The operating speeds, the speed at which 85% of the motorists are travelling at or below, are less than 49 km/h; and
- The average vehicle speeds are less than 40 km/h.

A review of Toronto Police Services collision records for a three-year period ending September 30, 2019 did not find any reported collisions on George Appleton Way and James Finlay Way attributed to speeding.

Should North York Community Council decide to proceed with installing speed humps on George Appleton Way, between Keele Street and James Finlay Way and on James Finlay Way, between Wilson Avenue and George Appleton Way, the alternate recommendations would be as follows.

It is recommended that:

1. North York Community Council request the City Clerk (Polling Registry Services) to poll eligible householders in English or any other language specified by Community Council, on George Appleton Way, between Keele Street and James Finlay Way and on James Finlay Way, between Wilson Avenue and George Appleton Way, 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 George Appleton Way and James Finlay Way for traffic calming enhancement, generally as shown on Drawing NYRD20-0017, dated February 2020 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 Appleton Way, between Keele Street and James Finlay Way and on James Finlay Way, between Wilson Avenue and George Appleton Way, 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. 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 adoption of the above alternate recommendations by North York Community Council, the City Clerk will survey property owners/occupants George Appleton Way, between Keele Street and James Finlay Way and on James Finlay Way, between Wilson Avenue and George Appleton Way. If the survey supports installing speed

humps, Transportation Services staff will schedule installation based on relative need and competing priorities.

Consultation with emergency services (Police, Fire and Emergency Medical Services) required to ensure that the design and layout of traffic calming proposals do not negatively affect their operations. Emergency services were advised of this proposal.

CONTACT

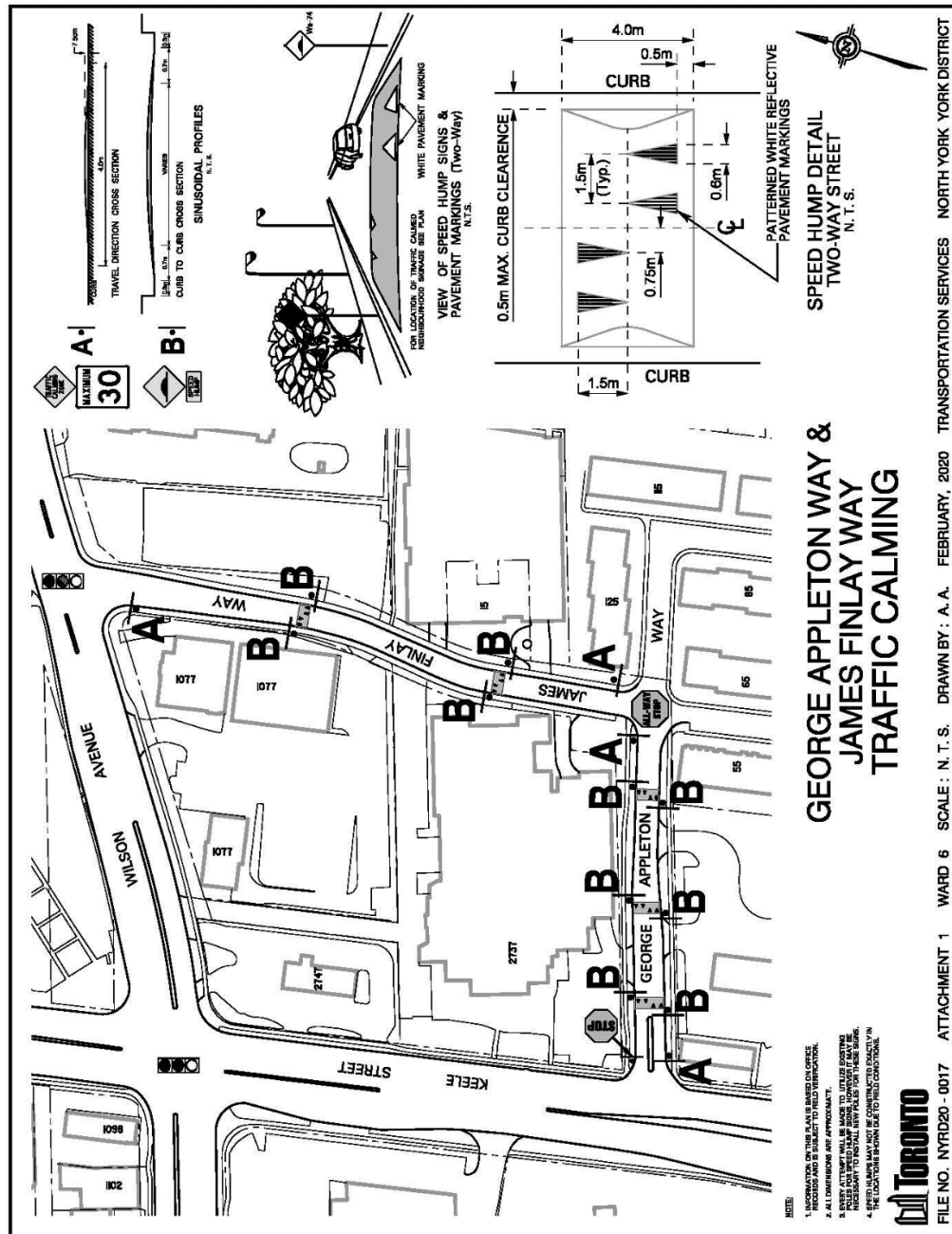
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SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - George Appleton Way and James Finlay Way - Traffic Calming
Attachment 2: Appendix A - Traffic Calming Summary



Attachment 2: Traffic Calming Warrant Criteria - George Appleton Way and James Finlay Way

	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 for the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Petition received
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – Traffic volume minimal
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
	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.	TBD – No response from EMS at this time
Warrant 3	3.1 Minimum Speed	85th %ile speed is a minimum of 10 km/h (but less than 15 km/h) over the warranted speed limit, and the traffic volume	Not Met – Speed studies show 85th %ile as 49 km/h

Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)		requirements of Warrant 3.2 must be fulfilled. OR 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.		
	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	Met – Classification pending with 3,901 veh/day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 metres 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