

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

Date: January 20, 2020  
To: Toronto and East York Community Council  
From: Acting Director, Traffic Management, Transportation Services  
Wards: Ward 13, Toronto Centre

### **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 the installation of speed humps on Isabella Street, between Yonge Street and Jarvis 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 the subject section of Isabella Street.

### **RECOMMENDATION**

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

1. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Isabella Street, between Yonge Street and Jarvis Street.

### **FINANCIAL IMPACT**

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

## DECISION HISTORY

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At its June 25, 2019 meeting, Toronto and East York Community Council adopted item TE7.120 <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE7.120> and, in so doing, requested Transportation Services to investigate the feasibility of installing traffic calming measures on Isabella Street, between Yonge Street and Jarvis Street.

## COMMENTS

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Isabella Street, between Yonge Street and Jarvis Street, is classified as a collector roadway and operates one-way eastbound. It has a pavement width of approximately 7 metres and municipal sidewalks on both sides of the road. The current regulatory speed limit is 50 km/h on Isabella Street. However, at its January 8, 2020 meeting, Toronto and East York Community Council adopted as amended Item TE12.37 which included a reduction of the speed limit from 50 km/h to 30 km/h on Isabella Street, but this has not yet been enacted or signed in the field. There is no TTC service provided on Gloucester Street.

Transportation Services conducted a mid-block speed and volume study on Isabella Street over a three-day mid-week period in October 2019. The study found the vehicular operating speed to be 41 km/h and the average daily traffic volume to be approximately 4,600 vehicles. The operating speed, also known as the 85th percentile speed, is the speed at which 85 percent of vehicles travel at or below. The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that Isabella Street does not satisfy the installation criteria for traffic calming devices with respect to the operating speed. The operating speed must be at least 10 km/h over a warranted 40 km/h speed limit.

A review of Toronto Police Service collision records for the three-year period ending October 31, 2019 did not disclose any reported collisions on the subject section of Isabella Street attributed to speeding.

In view of the above, the installation of traffic calming devices on Isabella Street, between Yonge Street and Jarvis Street, is not supported. The attached Appendix A entitled "Table 1: Traffic Calming Warrant Criteria - Isabella Street, between Yonge Street and Jarvis Street" outlines the results of our assessment.

### **Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Isabella Street, between Yonge Street and Jarvis Street, would be beneficial, it may approve the following:

"That the Toronto and East York Community Council:

1. Direct the Acting Director of Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Isabella Street, between Yonge Street and Jarvis 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:

- (a) Authorize the installation of speed humps on Isabella Street, between Yonge Street and Jarvis Street,
- (b) Direct the City Solicitor prepare a by-law to alter sections of the roadway on Isabella Street, between Yonge Street and Jarvis Street, for traffic calming purposes, generally as shown on the copy of 'Drawing No. 421G-3523', dated January 2020, attached to the report entitled 'Traffic Calming (Speed Humps) - Isabella Street' from the Acting Director, Traffic Management, Transportation Services, and
- (c) Reduce the speed limit to 30 km/h on Isabella Street, between Yonge Street and Jarvis Street, in conjunction with the installation of speed humps.

The estimated cost for installing five speed humps on Isabella Street is \$20,000.00. Installation would be subject to availability in Transportation Services' 2020 Capital Funding and competing priorities.

### **Conduct Poll**

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps must be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zones), of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. This section of Isabella Street is not designated as a Community Safety Zone. Should Toronto and East York Community Council approve the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Isabella Street, between Yonge Street and Jarvis Street.

If the poll supports the installation of speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

City Council, at its meeting held on May 22, 23 and 24, 2018 adopted, as amended, Public Works and Environment Committee Item PW29.6 entitled "Next Steps on Traffic Safety Measures" and, in so doing, delegated to community councils the authority to waive petition and polling requirements for traffic calming measures. As such, this option is also available to Community Council.

### **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. Isabella Street, between Yonge Street and Jarvis Street scored 16 ranking points, out of a possible 100.

No alterations to parking regulations would be required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps would have minimal effect on winter services, street cleaning and garbage collection, but would 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 (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Comments have been requested but have not yet been received from the Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services.

Councillor Kristyn Wong-Tam has been advised of the recommendation of this staff report.

## **CONTACT**

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## **SIGNATURE**

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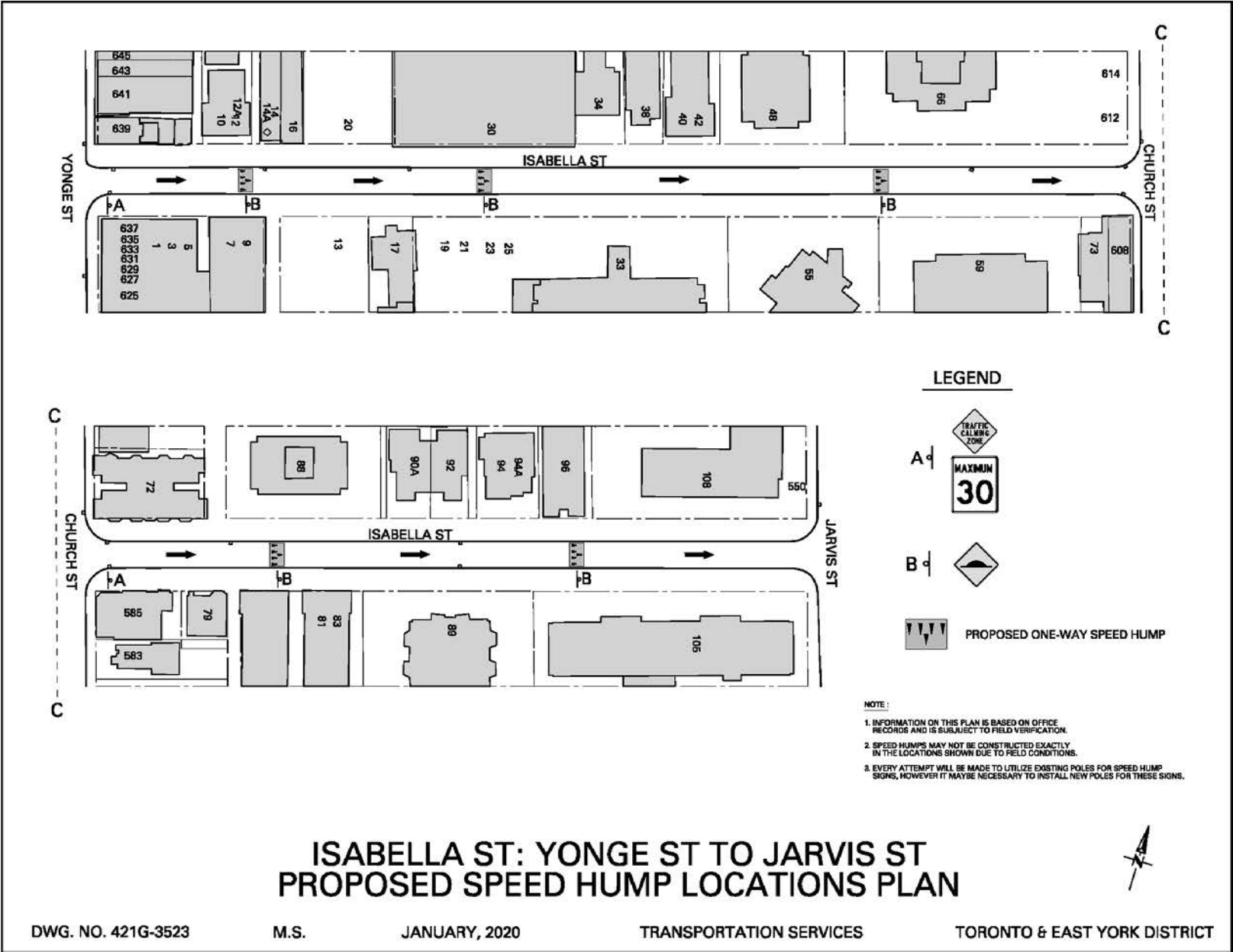
Roger Browne, M.A.Sc., P.Eng.,  
Acting Director,  
Traffic Management  
Transportation Services

## **ATTACHMENTS**

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1. Drawing No. 421G-3523, dated January 2020
2. Appendix A - Table 1: Traffic Calming Warrant Criteria - Isabella Street, between Yonge Street and Jarvis Street

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## Table 1: Traffic Calming Warrant Criteria

Isabella Street, between Yonge Street and Jarvis Street

Warrant	Criterion	Requirement		Met/Not Met
<b>Warrant 1</b> 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> – Direct request received from TEYCC on June 25, 2019
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets		<b>Met</b> – There should be no traffic spill-over to adjacent streets
<b>Warrant 2</b> 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 is sidewalk present on both sides of the road
	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 Isabella Street, between Yonge Street and Jarvis 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
<b>Warrant 3</b> 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 Isabella Street show 85 <sup>th</sup> percentile speeds of 41 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	<b>Met</b> – Collector road with approximately 4600 vehicles total daily volume
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)		<b>Met</b> – Isabella St, between Yonge St and Church St, is about 290 metres in length; between Church St and Jarvis St, is about 200 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 Isabella St