

Traffic Calming (Speed Humps) - Harrison Street

Date: August 21, 2020
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 11, University - Rosedale

SUMMARY

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 on Harrison Street, between Ossington Avenue and Shaw Street, to address residents' concerns regarding the speed of vehicles. Our assessment indicates the criteria as set out in the Traffic Calming Policy has not been satisfied. Therefore, traffic calming should not be installed on Harrison Street, between Ossington Avenue and Shaw Street.

RECOMMENDATION

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 Harrison Street, between Ossington Avenue and Shaw Street.

FINANCIAL IMPACT

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

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by Councillor Mike Layton to report on the feasibility of installing traffic calming measures on Harrison Street, between Ossington Avenue and Shaw Street, to address residents' concerns regarding the speed of vehicles.

Harrison Street, is a local road that operates two-way (eastbound and westbound), between Ossington Avenue and Shaw Street. This roadway has a regulatory speed limit of 30 km/h and an average daily traffic volume of about 1,500 vehicles. The pavement width on Harrison Street is about 8.4 metres and there are sidewalks provided on both sides of the road. There is no TTC service provided on Harrison Street.

Analysis

Transportation Services conducted mid-block speed and volume studies on Harrison Street between January 21 and 23, 2020.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that Harrison Street, between Ossington Avenue and Shaw Street, does not satisfy the installation criteria for traffic calming devices. It should be noted that the study is based on the warranted speed limit of 40 km/h.

The warrant was not met based on the following criteria:

- **Minimum Speed:** The operating speed (also known as the 85th percentile speed and the speed at which 85 percent of vehicles travel at, or below) of 34 km/h is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on Harrison Street, between Ossington Avenue and Shaw Street, is not warranted.

A review of Toronto Police Service collision records for the three-year period ending February 29, 2020 did not disclose any reported collisions on the subject section of Harrison Street attributed to speeding.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria" outlines the results of our assessment for Harrison Street, between Ossington Avenue and Shaw Street.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council recommends installing traffic calming on Harrison Street, between Ossington Avenue and Shaw Street, 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 Harrison Street, between Ossington Avenue and Shaw 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) The installation of speed humps on Harrison Street, between Ossington Avenue and Shaw Street be authorized; and

(b) The City Solicitor be directed to prepare a by-law to alter the roadway on Harrison Street, between Ossington Avenue and Shaw Street, for the installation of three speed humps, generally as shown on the copy of Drawing No. 421G-3767, dated July 2020, attached to the report entitled 'Traffic Calming (Speed Humps) – Harrison Street' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing three speed humps on Harrison Street is \$12,000.00. Installation would be subject to availability in Transportation Services' 2021 Capital Funding estimates 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 be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zone), of which at least 60 percent of the respondents must support installing a speed hump in order to proceed with the installation. Should the Toronto and East York Community Council adopt the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Harrison Street, between Ossington Avenue and Shaw Street. If the poll supports the speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

More recently, City Council, at its meeting held on May 22, 23, and 24, 2018, adopted as amended item PW29.6 entitled "Next Steps on Traffic Safety Measures", and, in so doing, authorized Community Councils 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 and bicycle routes. Harrison Street, between Ossington Avenue and Shaw Street, scored 40.2 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.

However, 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 (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Fire Services provided their comments in the attached letter dated July 14, 2020 (Appendix B.). Comments have not yet been received from Toronto Paramedic Services and Toronto Police Service.

Councillor Mike Layton has been advised of the recommendation of this staff report.

CONTACT

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SIGNATURE

Roger Browne, M.A.Sc., P.Eng.,
Acting Director,
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ATTACHMENTS

1. Drawing No. 421G-3767 dated July 2020,
2. Appendix A - Table 1: Traffic Calming Warrant Criteria –
Harrison Street, between Ossington Avenue and Shaw Street
3. Appendix B - Letter from Toronto Fire Services dated July 14, 2020



APPENDIX A

Table 1 - Traffic Calming Warrant Criteria

Harrison Street between Ossington Avenue And Shaw 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 – Request to Investigate by Councillor Mike Layton/Petition (SR#9546386)
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – There should be no traffic spill-over to adjacent streets
Warrant 2	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 – There are sidewalks present on north and south sides of road
Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)	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 – The road grade on Harrison 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 requested from Toronto Fire, Paramedic and Police Services
Warrant 3	3.1 Minimum Speed	85 th percentile 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. 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.	Not Met – Speed studies on Harrison Street 85 th percentile speeds of 34 km/h
Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	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 metres between stop controls (signals or stop signs)	Met – Harrison Street between Ossington Avenue and Shaw Street, is about 198 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)	Met – No TTC service on Harrison Street

APPENDIX B



Tracey Cook
Deputy City Manager

Emergency Management
Health and Safety

Fire Services
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July 14, 2020

Rehan Shakeel
Engineering Technologist Technician
Transportation Services

RE: Harrison Street, between Shaw Street and Ossington Avenue - Evaluation for installation of traffic calming devices.

I am in receipt of the proposal for installation of traffic calming measures (speed humps) and provide the following comments.

Fire Services does not support the proposed speed hump installation on this segment of Harrison Street as it may negatively impact delivery of service. The physical restriction imposed by a speed hump have a much greater impact on large fire vehicles. Response time increase with every obstacle encountered on route to any emergency incident and the cumulative effect of several speed hump can be a significant amount of time.

It is important that the all individuals directly affected by this installation be made fully aware of the potential negative effects of any calming device. Careful consideration must be given to accepting a delay to emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic.

Fire Services would recommend that non-physical measures (reduce speed limits or prohibited turns) be considered before physical measures are implemented. Desired results may be obtainable without imposing a physical obstruction to responding emergency vehicles.

Regards,

Terry Bruining
Emergency Planning
Toronto Fire Services