

Traffic Calming - Lillian Street

Date: May 5, 2022
To: North York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 18, Willowdale

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services is recommending the installation of speed humps on Lillian Street, between Centre Avenue and Steeles Avenue East. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy have been satisfied. Therefore, speed humps should be installed subject to positive results of the traffic calming poll.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. North York Community Council request the City Clerk to poll eligible householders on Lillian Street, between Centre Avenue and Steeles Avenue East, to determine whether residents support the installation of traffic calming (speed humps), in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
 - a. North York Community Council authorize the installation of speed humps on Lillian Street, between Centre Avenue and Steeles Avenue East; and
 - b. North York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of eight speed humps on Lillian Street, between Centre Avenue and Steeles Avenue East, generally as shown on Attachment 2, dated May 2022, attached to the report entitled "Traffic Calming - Lillian Street" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing 8 speed humps on Lillian Street is \$32,000. Funding is subject to availability and competing priorities within the Transportation Services 2023 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a petition from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing physical traffic calming (speed humps) on Lillian Street, between Centre Avenue and Steeles Avenue East. The residents are concerned that motorists travel at a high rate of speed on Lillian Street.

Existing Conditions

Lillian Street is characterized by the following conditions:

- It is a two-lane, north/south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,019 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on one side of the street

The land use in the area consists of detached residential dwellings. Lillian Public School is located at 1059 Lillian Street. Lillian Street, between Newton Drive and Nipigon Avenue is a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 2.

Study Results

In order for speed humps to be recommended on a street, the criteria as set out in the City of Toronto's Traffic Calming Policy must be satisfied. The warrant criteria includes factors such as vehicle speed and volume, road widths, pedestrian facilities and gradient. Details of the warrant criteria are included in Attachment 1.

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Lillian Street on May 7, 2019.

Based on the study results, Lillian Street has satisfied the warrant criteria for both minimum vehicle speed and volume. The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 51 km/h. The operating speed is 11 km/h over the warranted speed of 40 km/h. The 24 hour total vehicle volume is 1,019 vehicles which is above the required minimum of 1,000 vehicles per day for local roads.

As required by the Traffic Calming Policy, staff evaluated the speeds of vehicles against the warranted speed limit of 40 km/h and not the posted speed limit of 30 km/h.

The overall investigation concluded that the warrant criteria as outlined in the Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Lillian Street.

Polling Requirement

The City of Toronto Traffic Calming Policy requires that the City Clerk (Polling Registry Services) formally poll property owners/occupants who are directly affected by the installation of traffic calming measures. Under the policy, the poll will be considered in favour of traffic calming if it satisfies the following requirements:

- A response rate of 50 percent plus one
- A response rate of 25 percent if the subject street is within a Community Safety Zone or a School Speed Zone
- A support rate of at least 60 percent of the valid responses

As Lillian Street in the area of Lillian Public School is designated as a Community Safety Zone, the minimum response rate required is 25 percent.

Subject to approval by Community Council of the recommendations in this report, the City Clerk will poll property owners/occupants. Should the results support installing traffic calming measures on Lillian Street, between Centre Avenue and Steeles Avenue East, Transportation Services staff will schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and priority of speed humps 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. Lillian Street, between Centre Avenue and Steeles Avenue East, scored 52 ranking points out of a possible 100.

No alterations to parking regulations will be required, nor will 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.

Consultation with emergency services (Toronto Police Services, 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. Emergency services

were advised of this proposal. Comments have not been received back at the time of writing this report 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.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services
416-394-8409, Shawn.Dillon@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Lillian Street
Attachment 2: Speed Hump Locations Plan - Lillian Street

Attachment 1: Traffic Calming Warrant - Lillian Street

Warrant Criteria	Requirement	Warrant Satisfied?
Petition	Petition signed by at least 25% of the households on the street and/or 10% multiple family rental dwellings OR A direct request from the Ward Councillor	Yes
Impacts to Adjacent Streets	No significant traffic impacts on adjacent streets	Yes
Sidewalks	Are there continuous sidewalks on at least one side of street (both sides for collector or higher classification) OR On streets where no sidewalks exist, installation of sidewalks on at least one side must first be considered	Yes
Road Grade	Road grade 5% or less OR between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Yes
Emergency Response	Emergency Services have noted that the impact of traffic calming, specifically speed humps, will not significantly affect service delivery	No
Minimum Speed	The 85th percentile speed must be a minimum of 10 km/h over the warranted speed limit and the traffic volume warrant must be satisfied OR On streets where the 85th percentile speed exceeds the warranted speed limit by a minimum of 15 km/h, there is no minimum traffic volume required	Yes (51 km/h)
Traffic Volumes	Local road traffic volume must be between 1,000 and 8,000 vehicles per day OR Collector road traffic volume must be between 2,500 and 8,000 vehicles per day	Yes (1,019 vpd)
Minimum Block Length	On streets where mid-block traffic calming measures are proposed, the minimum block length must exceed 120 metres	Yes
Transit Service	No significant impacts on regularly scheduled Toronto Transit Service vehicles (as determined in consultation with TTC staff)	N/A

