

Attachment 1 - Comparison of 2002 Traffic Calming Policy and 2023 Traffic Calming Policy

Steps	2002 Traffic Calming Policy <sup>1</sup>	2023 Traffic Calming Policy <sup>2</sup>		Highlighted Changes
Step 1 – Identification	<p><b>Warrant 1: Petition</b></p> <ul style="list-style-type: none"> <li>- Resident initiates a request via local Councillor through a petition signed by at least 25% of affected households or 10% in the case of multiple family rental dwellings</li> <li>- Local Councillor can initiate a request following a public meeting or a survey of local residents</li> </ul> <p><i>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied. Community Council has the authority to waive petition requirement.</i></p>	<p>Community requests for Traffic Calming are initiated by the local Councillor, who will determine if any proof of support is needed before sending the request to Transportation Services for evaluation.</p> <p>Transportation Services staff may identify potential locations for Traffic Calming through various programs, such as Neighbourhood Streets Plans, or to be bundled with capital works, including cycling and sidewalk delivery, as well as State of Good Repair.</p>		<ul style="list-style-type: none"> <li>- Petition requirement removed</li> <li>- Councillors initiate requests for Traffic Calming</li> <li>- Transportation Services staff may identify potential locations for Traffic Calming</li> </ul>
Step 2 – Evaluation	<p><b>Warrant 2: Safety Requirements</b></p> <ul style="list-style-type: none"> <li>- Classified as a local or collector roadway</li> <li>- Sidewalk must be present or first considered</li> <li>- Road grade up to 5%, consider 5-8%</li> <li>- No significant impacts to emergency response</li> </ul> <p><i>All criteria must be fulfilled to satisfy the Warrant.</i></p>	<p><b>Eligibility criteria for speed humps/cushions:</b></p> <ul style="list-style-type: none"> <li>A. Classified as a local or collector roadway</li> <li>B. Presence of sidewalks preferred but not required</li> <li>C. Maximum traffic volume of 8,000 vehicles per day</li> <li>D. Road grade up to 5%, consider 5-8%</li> <li>E. No significant impacts to emergency response</li> <li>F. No significant impacts to regularly scheduled transit service</li> </ul>	<p><b>Eligibility criteria for speed bumps:</b></p> <ul style="list-style-type: none"> <li>A. Classified as a laneway</li> <li>B. Must be paved and have surface drainage that would not be impeded by installation of a speed bump</li> </ul> <p><i>Both criteria must be met for a request to be eligible for speed bumps.</i></p>	<ul style="list-style-type: none"> <li>- Distinction made between eligibility criteria, which determine if Traffic Calming is technically feasible, and warrants, which determine the need for Traffic Calming to manage motor vehicle speeds</li> <li>- Minimum traffic volume requirement removed</li> <li>- Authorize the use of speed cushions on routes with transit service, with TTC approval</li> </ul>
	<p><b>Warrant 3: Technical Requirements</b></p> <ul style="list-style-type: none"> <li>- Minimum measured traffic volume of 1,000 vehicles per day (vpd) for local roadway or 2,500 vpd for collector roadway. Maximum traffic volume of 8,000 vpd</li> <li>- No significant impacts to regularly scheduled transit service</li> <li>- Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections</li> <li>- Minimum speed of 10 km/h over the 40 km/h warrant speed limit, based on measured 85<sup>th</sup> percentile speed</li> </ul> <p><i>All four criteria must be fulfilled to satisfy the Warrant. Exception: if the measured 85<sup>th</sup> percentile is a minimum of 15 km/h over the 40 km/h speed limit warrant, there is no minimum traffic volume.</i></p>	<p><i>All criteria must be met for a request to be eligible for speed humps. Speed cushions may be considered on transit routes (with TTC approval) that meet all other criteria <u>except</u> (F).</i></p>	<p><b>Warrant analysis for speed humps/cushions:</b></p> <ul style="list-style-type: none"> <li>A. Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections</li> <li>B. Minimum 85<sup>th</sup> percentile speed of 8 km/h over warrant speed limit</li> <li>C. Minimum 95<sup>th</sup> percentile speed of 15 km/h over warrant speed limit</li> </ul> <p><i>Warrant speed limit of 30 km/h on all local roadways and where posted on collector roadways; otherwise, 40 km/h warrant speed limit. Must meet Warrant (A) <u>and</u> either Warrant (B) <u>or</u> (C). Staff may consider lower warrant minimums in designated School, Senior, or Community Safety Zones.</i></p>	
Step 3 – Scoring	<p>Request assigned a point value based on:</p> <ul style="list-style-type: none"> <li>- Measured 85<sup>th</sup> percentile speed and traffic volume</li> <li>- History of preventable collisions</li> <li>- Pedestrian and bicycling factors that include pedestrian generators on the block and signed cycling route</li> </ul>	<p>Request assigned a point value (Prioritization Score) based on:</p> <ul style="list-style-type: none"> <li>- Measured 85<sup>th</sup> &amp; 95<sup>th</sup> percentile speeds and traffic volume</li> <li>- History of mid-block KSI or pedestrian/cyclist collisions</li> <li>- Presence of vulnerable road users in proximity to location, such as elderly population, school children and pedestrians, including transit riders</li> <li>- Equity factors</li> </ul>	<p>Prioritization Score does not apply to speed bumps, which are installed sequentially based on the date of their approval by Community Council. .</p>	<ul style="list-style-type: none"> <li>- Updated quantitative measures to include both 85<sup>th</sup> and 95<sup>th</sup> percentile speeds</li> <li>- Expanded qualitative measures to include equity and prioritization of vulnerable road users</li> </ul>

<sup>1</sup> 2002 Harmonized Traffic Calming Policy does not address Speed Bumps in Laneways

<sup>2</sup> 2023 Traffic Calming Policy applies to both speed humps and speed cushions on roadways as well as speed bumps in laneways

Steps	2002 Traffic Calming Policy <sup>1</sup>	2023 Traffic Calming Policy <sup>2</sup>	Highlighted Changes
Step 4 – Design Approval	Design for Traffic Calming measures prepared and provided to Councillor for review	<p>Transportation Staff liaise with the local Councillor to understand community support for warranted Traffic Calming measures.</p> <p>Design for Traffic Calming measures prepared and provided to Councillor for review</p>	<ul style="list-style-type: none"> <li>- Consultation with Councillor on supported locations moved from Step 5 to Step 4</li> <li>- No change to drawing preparation or design review</li> </ul>
Step 5 – Reporting	<ol style="list-style-type: none"> <li>1. Transportation Services staff prepare first report to Community Council to authorize poll.</li> <li>2. Polling performed by City Clerk in accordance with Chapter 190 of the City of Toronto Municipal Code.</li> <li>3. Transportation Services staff prepare second report to Community Council to with polling results. If poll is positive, staff recommend supporting road alteration bylaw. In order to be positive poll results must be 60% in favour with response rate of 50% + 1. In School or Community Safety Zone, a response rate of only 25% is required.</li> </ol> <p><i>Community Council has the authority to waive polling requirements.</i></p>	<ol style="list-style-type: none"> <li>1. Transportation Services staff prepare report to Community Council to authorize a road alteration bylaw for community-supported locations. If a Traffic Calming installation is to be bundled with a larger project or program, it will be reported to the Infrastructure and Environment Committee (IEC), and not Community Council.</li> </ol>	<ul style="list-style-type: none"> <li>- Polling requirement removed</li> </ul>
6 – Installation	Locations approved by Community Council are scheduled in the annual construction contract using the ranking from Step 3.	Locations approved for speed humps or cushions are scheduled for installation through annual construction contract or through bundled capital works using prioritization score. Laneways approved for speed bumps are scheduled for installation by Transportation Services' Road Operations team, in the order by which they are approved by Community Council.	<ul style="list-style-type: none"> <li>- Traffic Calming measures can be installed as part of larger capital works.</li> </ul>

