

Traffic Calming (Speed Humps) - Fifth Street

Date: December 18, 2024

To: Etobicoke York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 3, Etobicoke-Lakeshore

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 Fifth Street, between Lake Shore Drive (south intersection) and Lake Shore Boulevard West. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Fifth Street.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council authorize the installation of speed humps on Fifth Street, between Lake Shore Drive (south intersection) and Lake Shore Boulevard West.
2. Etobicoke York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of six (6) speed humps on Fifth Street, between Lake Shore Drive (south intersection) and Lake Shore Boulevard West, generally as shown on Attachment 2, Drawing TC-416,417 dated November 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Fifth Street" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing six (6) speed humps on Fifth Street is \$24,000.00. Funding is subject to availability and competing priorities within the Transportation Services Interim 2025 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Fifth Street, between Lake Shore Drive (south intersection) and Lake Shore Boulevard West. The residents are concerned that motorists travel at a high rate of speed on Fifth Street.

Existing Conditions

Fifth Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates one-way northbound between Morrison Street (north intersection) and Lake Shore Boulevard West and two-way traffic between Morrison Street (north intersection) and Lake Shore Drive (south intersection) on a pavement width of approximately 8.5 metres
- The daily traffic volume is approximately 750 vehicles
- The speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

Vision Zero as part of the road safety plan, approved 30 km/h speed limits for all local streets in this area. However, at the time that this report was prepared the required signage has not been installed. The required signage will be installed as scheduling and budget permits.

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Fifth Street is not within designated Community Safety Zone.

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

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Fifth Street from September 24 to 26, 2024.

The study results on Fifth Street disclosed the following:

- 24-hour total vehicle volume is 750 vehicles
- The block length from Lake Shore Drive (south intersection) to Lake Shore Boulevard West is 600 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 44 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 49 km/h

Based on the study results, Fifth Street has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than

120 metres, the operating speed is 14 km/h over the warranted speed of 30 km/h and the 95th percentile is 19 km/h over the warranted speed of 30 km/h.

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

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or cyclist
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Fifth Street, between Lake Shore Drive (south intersection) and Lake Shore Boulevard West, scored 39 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 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. Emergency services were advised of this proposal.

Toronto Fire Services responded and advised they do not support the installation of speed humps as it may negatively impact their service delivery. A copy of their full response is included in Attachment 3.

Toronto Paramedic Services responded and advised they do support the installation of speed humps with comments that it will impact their response and transport times. A copy of their full response is included in Attachment 4.

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

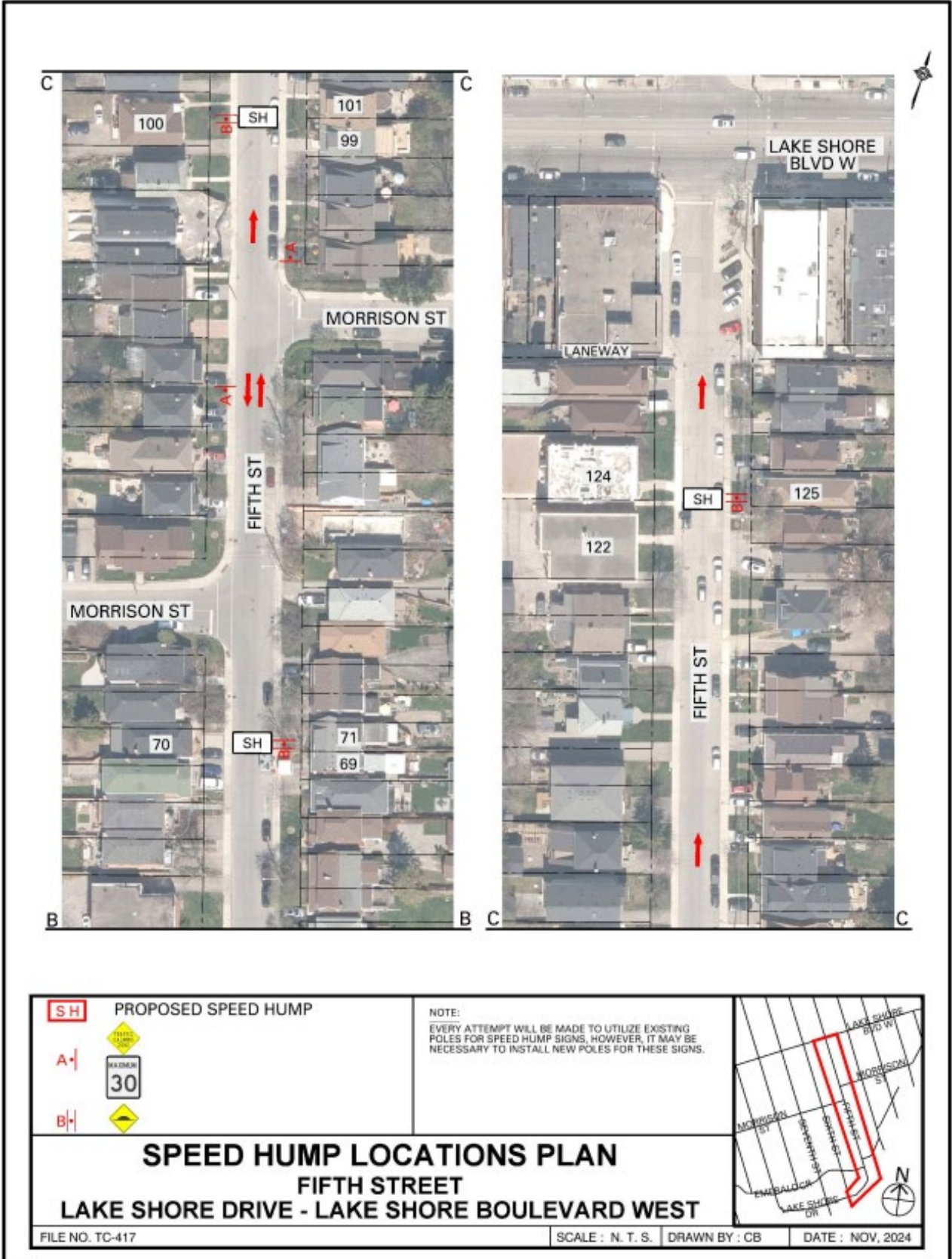
Attachment 1: Traffic Calming Warrant - Fifth Street
Attachment 2: Speed Hump Locations Plan - Fifth Street
Attachment 3: Letter from Toronto Fire Services, dated November 29, 2024
Attachment 4: Letter from Toronto Paramedic Services, dated December 10, 2024

Attachment 1: Traffic Calming Warrant - Fifth Street

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (600 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (44 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (49 km/h)

Attachment 2: Speed Hump Locations Plan - Fifth Street







Matthew Pegg
Fire Chief and General Manager

Paul Raftis
Deputy City Manager
Community & Social Services

Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Email: OfficeoftheFireChief@toronto.ca

November 29, 2024

Joshua Fleet
Engineering Technologist Technician 1
Transportation Operations – Etobicoke (Area 2)
City of Toronto
399 The West Mall, 3rd Floor
Toronto, ON M9C 2Y2

RE: Fifth Street (between Lake Shore Blvd West and Lake Shore Drive south intersection) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Fifth Street (between Lake Shore Blvd West and Lake Shore Drive south intersection) and provide the following comments.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

Toronto Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the City of Toronto. However, 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. Our recommendation is that non-physical measures be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles.

Regards,

Claudio Gloazzo
Acting District Chief
for
Joseph Del Vasto
District Chief
Emergency Planning
Toronto Fire Services
(416) 338-9136



Attachment 4: Letter from Toronto Paramedic Services, dated December 10, 2024

RE: Emergency Services Comments Request – Traffic Calming on Fifth Street



EMS Planning

To Joshua Fleet

Cc Atif Sharif; Jennifer Chung; EMS Planning; EMS Planning

Reply Reply All Forward

Tue 12/10/2024 9:27 AM

We have received and reviewed the proposal for installation of speed humps on Fifth Street, between Lake Shore Boulevard West and Lake Shore Drive (south intersection), with the following comments:

The installation of speed humps on Fifth Street, between Lake Shore Boulevard West and Lake Shore Drive (south intersection), will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Fifth Street, between Lake Shore Boulevard West and Lake Shore Drive (south intersection), serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.