

Traffic Calming (Speed Cushions) - Church Street

Date: January 31, 2025

To: Etobicoke York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 5, York South-Weston

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 cushions on Church Street, between Grattan Street and Joseph Street. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed cushions should be installed on Church Street.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council authorize the installation of speed cushions on Church Street, between Grattan Street and Joseph Street.
2. Etobicoke York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of three speed cushions on Church Street, between Grattan Street and Joseph Street, generally as shown on Attachment 2, Drawing TC-452 dated January 2025, attached to the report entitled "Traffic Calming (Speed Cushions) - Church Street" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing three speed cushions on Church Street is \$25,500. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

DECISION HISTORY

At its meeting on December 17 and 18, 2024, City Council adopted Item EY18.27 (Church Street - Removal of Traffic Calming Islands) and in so doing, supported the Councillor's motion to remove the existing traffic calming islands on Church Street, between Cypress Street and Grattan Street and requested the Director of Traffic Management, Transportation Services to investigate the feasibility of installation of speed cushions and report back the findings.

[Agenda Item History - 2024.EY18.27](#)

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed cushions on Church Street between Grattan Street and Joseph Street. The residents have requested that the existing traffic islands be replaced with speed cushions now that the new Traffic Calming Policy has added speed cushions as an option for traffic calming on a Toronto Transit Commission (TTC) bus route.

Existing Conditions

Church Street, between Grattan Street and Joseph Street is characterized by the following conditions:

- It is a two-lane, east-west, roadway collector roadway
- It operates two-way traffic on a pavement width of approximately 8 metres
- The daily two-way traffic volume is approximately 3,500 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 59 and 59B bus routes
- There is a sidewalk located on the north side of the street
- There are 5 traffic calming islands located on the south side of the street that are being removed as per Councillor's motion

The land use in the area consists of detached residential dwellings. This subject section of Church Street is not within a designated Community Safety Zone.

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

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted for three days, between September 24 to 26, 2024.

The study results on Church Street disclosed the following:

- 24-hour total vehicle volume is 3,532 vehicles
- The block length from Cypress Street to Grattan Street is 250 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 46 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 52 km/h

Based on the study results, Church Street has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 16 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 cushions to replace the traffic calming islands on Church 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. Church Street, between Grattan Street and Joseph Street, 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 cushions. Installation of speed cushions will have minimal effect on winter services, street cleaning and garbage collection. The installation of speed cushions will be coordinated with the removal of the existing traffic calming islands.

The TTC has been advised of the recommendations in this report and has no objections to the proposed speed cushions.

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 Paramedic Services responded and advised that the installation of speed cushions may negatively impact their service delivery. A copy of their full response is included in Attachment 3. Toronto Fire Services and Toronto Police Service have not provided comments back at the time of writing this report. Installing speed cushions 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

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SIGNATURE

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

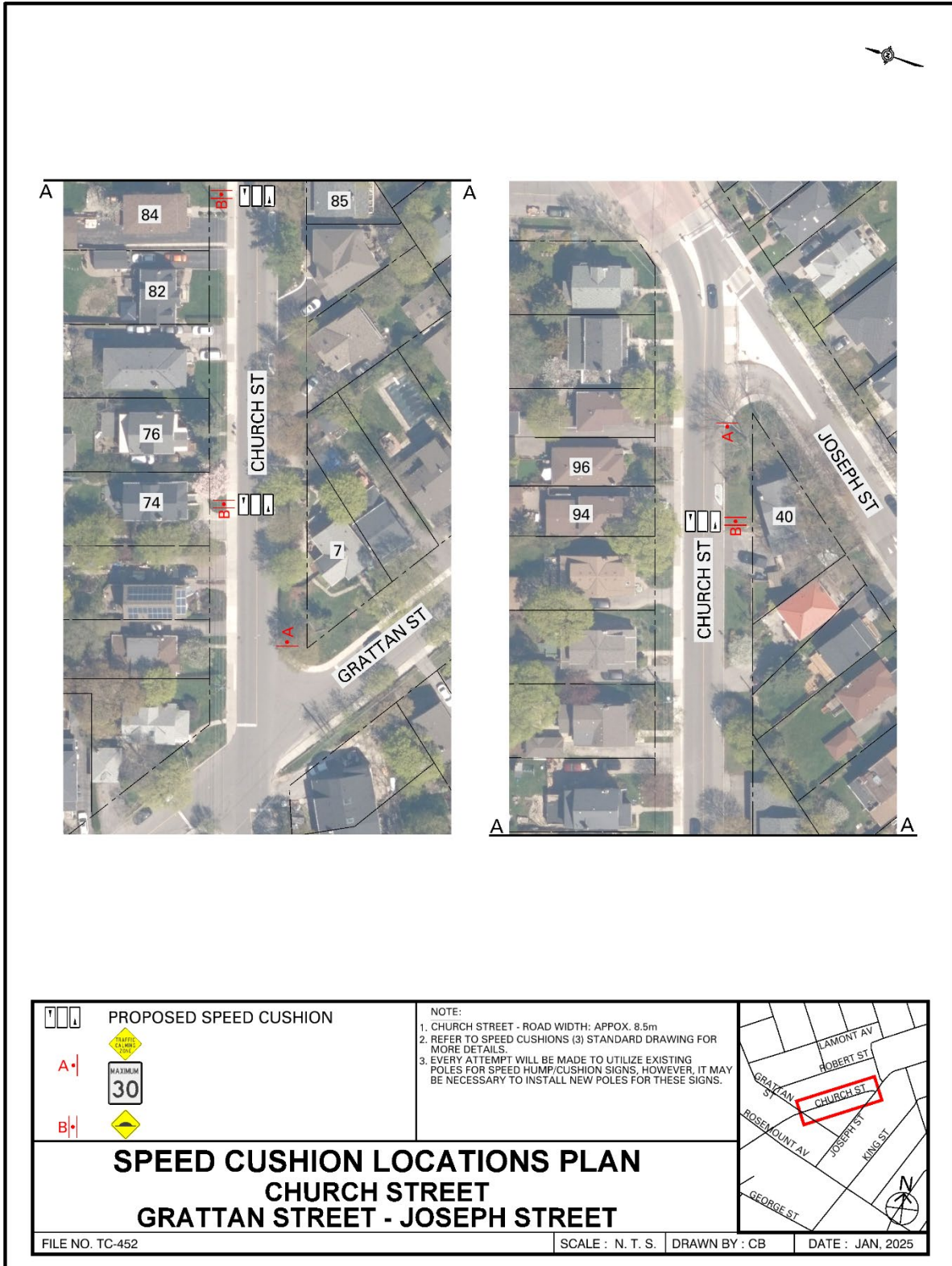
ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Church Street
Attachment 2: Speed Cushion Locations Plan - Church Street, Grattan Street to Joseph Street
Attachment 3: Letter from Toronto Paramedic Services, dated January 28, 2025

Attachment 1: Traffic Calming Warrant - Church 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 (250 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (16 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (22 km/h)

Attachment 2: Speed Cushion Locations Plan - Church Street



Attachment 3: Letter from Toronto Paramedic Services, dated January 28, 2025

From: EMS Planning <emsplanning@toronto.ca>
Sent: Tuesday, January 28, 2025 7:48 AM
To: Ahmed Muse <Ahmed.Muse@toronto.ca>
Cc: Atif Sharif <Atif.Sharif@toronto.ca>; Jennifer Chung <Jennifer.Chung@toronto.ca>; EMS Planning <emsplanning@toronto.ca>
Subject: RE: Comments for Church Street Traffic Calming Speed Cushions Installations

We have received and reviewed the proposal for installation of speed humps on Church Street, between Grattan Street and Cypress Street, with the following comments:

The installation of speed humps on Church Street, between Grattan Street and Cypress Street, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Church Street, between Grattan Street and Cypress Street, 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.

