

A Speedy Journey through Toronto's Traffic Calming Policy



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Toronto City Website Header and Navigation

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Parking Ticket Lookup

Review the status of your City of Toronto parking tickets anytime, anywhere, from your computer or mobile device.

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Toronto City Website - Road Restrictions

Expressway and Lake Shore Boulevard Closures

This is a list providing planned closures on the expressways and Lake Shore Boulevard.

- RESCU Traffic Cameras**
RESCU is a traffic management system used to detect disruptions to traffic flow along the Don Valley Parkway, Gardiner Expressway, Allen Rd and Lake Shore Boulevard. In response to the disruptions, RESCU Operators notify the appropriate emergency service providers and the public.
- Road Disruption Activity Reporting System (RoDARS)**
The Road Disruption Activity Reporting System (RoDARS) is the City of Toronto's system that tracks all road closures, road restrictions and construction activities within the City of Toronto's road network.
- Traffic Twitter Feeds**
Use the City's popular twitter feeds (found below on this page) to keep apprised of traffic updates around Toronto.

Related Links

- Road Safety
- Cycling
- Walking
- Parking Permits
- Beautiful Streets
- StreetART Toronto
- Street Events
- Maintenance & Traffic Management
- Construction Coordination in the City
- Disruption myths about construction in the City of Toronto

Gardiner & Lake Shore | Don Valley Parkway | W.R. Allen Road | Toronto Main Roads

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Toronto City Website - Management

Management

With the City growing and more cars on our streets, traffic congestion is a major challenge. We are working to keep traffic moving and to maintain our roads and transportation infrastructure. We are also taking action to meet the needs of all street users. We are investing in new infrastructure and amenities that improve the operation of our transportation system for all modes of travel.

Road Classification System

A road classification system designates streets into different groups or classes according to the type of service each group is intended to provide. This is a fundamental tool for urban development and road management.

Traffic Management

With the City growing and more cars on our streets, traffic congestion is a major challenge in our community. Learn more about how the city balances the needs of all road users.

City Taking Action to Improve Road Conditions

- Potholes**
They're out there, lurking on city streets. Some are large while others are minor intrusions along the
- Road Repairs**
Fixing roads now and for the future. The right treatment for the right road at the right time.
- 2014 Mechanical Leaf Collection**
The Mechanical Leaf Collection program is designed to supplement

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Toronto City Website - #TO Talent Talk

#TO TALENT TALK

Chat with a City of Toronto recruiter every Thursday from 11:30 a.m. to noon on the CityTO's Facebook & Twitter accounts.

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Toronto City Website - Road Safety

LOOK FOR CARS WHEN CROSSING.

STAY ALERT. STAY SAFE.

Road Safety

The City of Toronto has launched a safety education campaign to encourage pedestrians, drivers and cyclists to be more aware of others as they travel on our

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Toronto City Website - Traffic Calming

Traffic Calming

Keeping Neighbourhoods Safe with "Traffic Calming"

Keeping city streets safe for everyone is an important responsibility for the City's Transportation Services staff. Using measures to "calm" the traffic is one way to help do this effectively.

Traffic calming is a term used to describe a combination of mostly physical features that are intended to improve traffic use on local collector streets, alter driver behaviour and improve safety conditions for everyone who uses the street.

Some of the most common types of traffic calming measures are traffic circles, raised circles in the middle of intersections that are intended to slow the speed of vehicles as they travel around the circle, choker, chicanes or pinch points, devices that create an impediment on the road by placing a fixed object on the street, forcing motorists to divert around the object or slow down on a narrower section of road, and speed humps, raised sections of road to reduce speeds.

Traffic calming has been used successfully to reduce vehicle speeds in residential neighbourhoods. Speed humps are one of the most popular traffic calming measures. Studies have indicated that speeds drop approximately 15km/h between speed humps and about 20km/h at the hump itself.

In a given year, the City receives between 60 - 100 requests for speed humps, installing more than 150 per year. If your community wants to be considered for traffic calming, there are various steps that need to be followed in order to have the City investigate the issue in a particular neighbourhood.

The issue must be initiated by your City Council representative following a public meeting, or upon receipt of a petition signed by at least 25 per cent of affected households, or by a survey conducted by the local Councillor. When a request for traffic calming is received, staff reviews it to ensure that it meets the stipulated technical and safety requirements. After City staff has reviewed the situation, traffic calming may be installed only on streets when the results of a formal poll indicate that a minimum 50 per cent plus one of the ballots mailed to the affected households have responded and at least 60 per cent of the ballots returned are in favour of the proposal.

The City's Summary of Traffic Calming Policy (PDF) is now available

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Toronto City Website - Toronto Road Restrictions

Toronto Road Restrictions

Keeping traffic moving is an important priority. The City has developed a number of programs and initiatives aimed at helping you get around Toronto's streets safely and effectively.

Active Road Restrictions

- 102
- 113
- 79

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Toronto City Website - Traffic Signals

Traffic Signals

Traffic control signals are electronic devices that are designed to assign the right of way to the various traffic and pedestrian movements at an intersection. The objective is to advise road users of traffic regulations to encourage compliance with the law, warn of intersecting roadways or road hazards, and provide the information necessary for users to safely navigate through intersections.

As of July 17, 2015, there are **8294** traffic signals in Toronto. Follow these links to view the Map and List of all Toronto traffic signals.

FAQs

Traffic Management

Traffic Signals

Traffic control signals are electronic devices that are designed to assign the right of way to the various traffic and pedestrian movements at an intersection.

Traffic Calming

Keeping neighbourhoods safe with "Traffic Calming"

How do traffic signals work? What is traffic calming? Find out answers to some questions about traffic.

Related Information

Red Light Cameras

The Province of Ontario recently passed

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1. PREAMBLE

Following the amalgamation of the former Municipalities of Toronto, North York, Etobicoke, Scarborough, York and East York to form the new City of Toronto, it became necessary to develop a new harmonized Traffic Calming Policy for new jurisdiction. Work on the policy drew from the practices of some of the former municipalities as well as those of other major cities in North America and the rest of the world. Consideration was also given to the requirements of various legislative acts in place and that governed traffic calming projects at the time, like the Environmental Assessment Act, 1990 and the City of Toronto Act, 2000. This work culminated in various reports that were adopted by City Council in its meeting of April 16 to 18, 2002 (Clause 1 of Report 4 of the Works Committee). Since then, the City of Toronto Act, 2006 amended the Environmental Assessment Act, 1990 and all associated changes are reflected in this document.

The policy aims at achieving equitable distribution of city and provides that:

The Capital Budget for traffic calming measures Community Council areas;

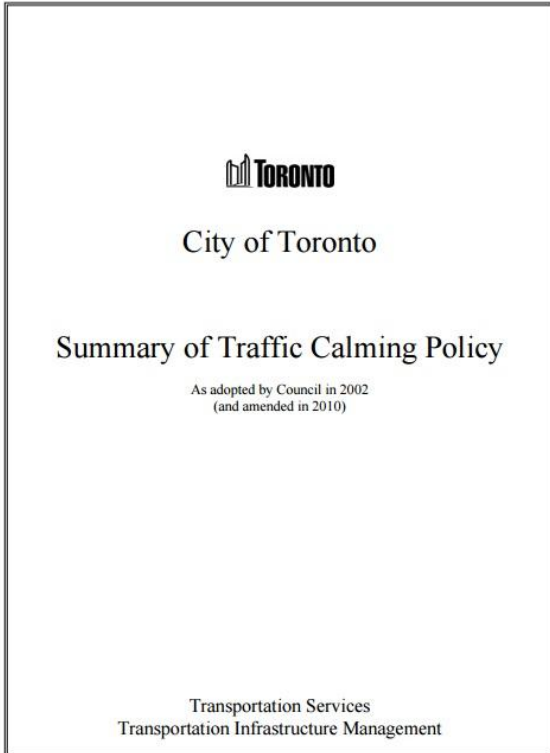
The main components of the policy are:

1. A warrant criterion based on initial resident and safety and technical considerations. The areas where traffic calming should be installed.
2. An analysis and approval process that includes participation and agency consultation; and
3. A ranking process that is used to prioritize projects with the limited resources available in a given year.

The policy is sensitive to the concerns of fire and emergency services and incorporates provisions to address them. It also recognizes that traffic calming has been made and were already approved at the time of its implementation.

All approved traffic calming projects be given project priority setting, the point system reconstruction consultation with the respective Councillors;

This document is a summary of the Traffic Calming reports and documents. It brings together the relevant information in a quick and portable reference to the policy. Complete details can be obtained by contacting the City or looking up records of Council.



It is not tenable on roads where higher speeds are desired. Traffic calming should not be used on roads intended for higher speeds or to be used on roads where higher speeds are desired. It is embodied in the policy which states that:

Physical traffic calming be considered only on roads....

Traffic calming devices will not be considered for higher classification roads like minor and major arterials and expressways.

3. WARRANT AND CRITERIA FOR TRAFFIC CALMING

3.1 Warrant Criteria

Because of the costs and implications associated with traffic calming proposals, requests for traffic calming should be assessed objectively. This will ensure that traffic calming is implemented in appropriate circumstances, and that streets in greater need of traffic calming receive priority for limited funding. Consequently, Council adopted the policy that:

Physical traffic calming be considered only on the local and collector classification of roads and be subject to and conform with the technical criteria described in Table 1 as amended.

City of Toronto Act (Traffic Calming), 2000

In the former City of Toronto, special Provincial legislation allowed the City to post 30 kilometre per hour (km/h) speed limit on residential streets. This was done through a sunset clause, at the request of City Council, allowing the posting of a 30 km/h speed limit on residential streets.

The legislation was passed by the Council with Royal Assent on December 1, 2003. The Act came into effect on January 1, 2004. The Act allows for the posting of 30km/h on residential streets.

The Act also allows for the posting of 30 km/h on residential streets. The Act allows for the posting of 30 km/h on residential streets.

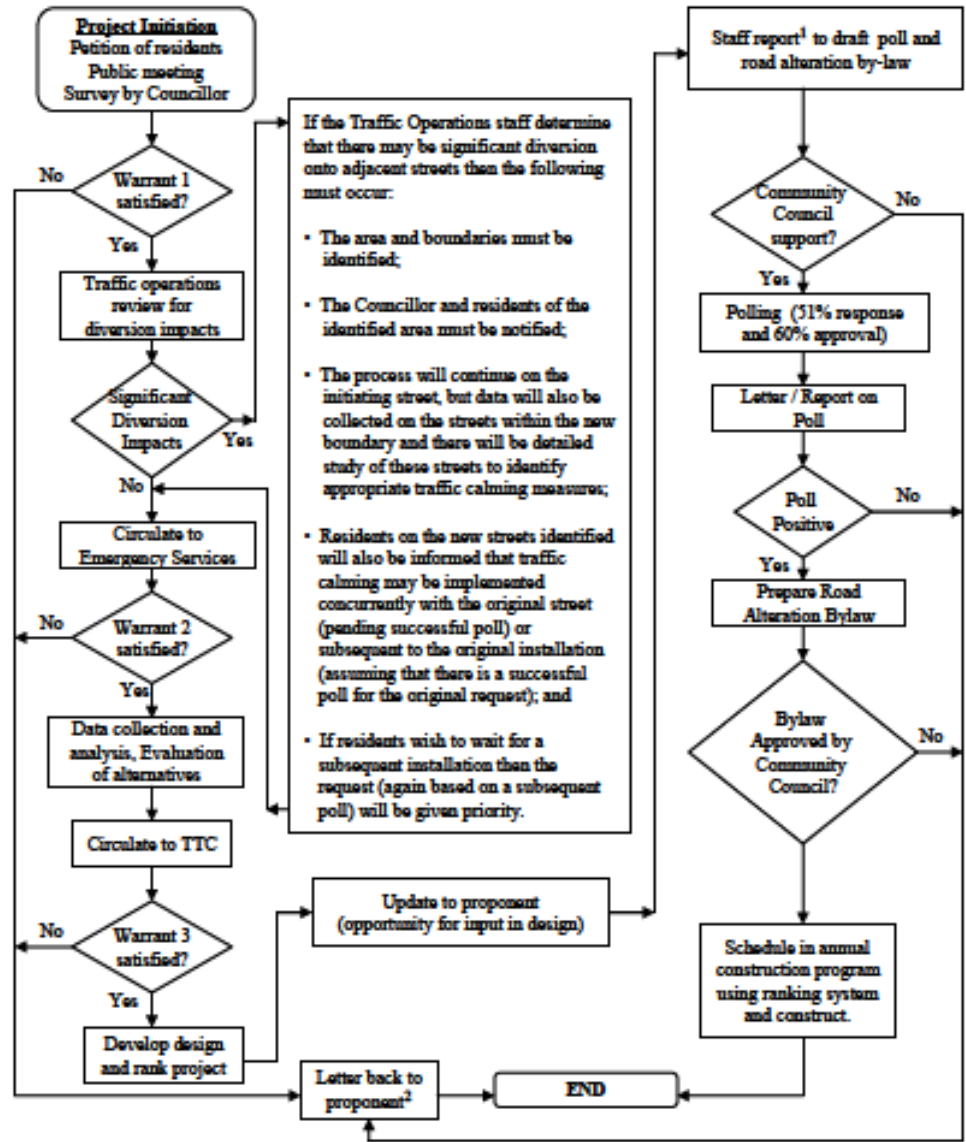
The Act also allows for the posting of 30 km/h on residential streets. The Act allows for the posting of 30 km/h on residential streets.

Under the Act, a resident or an individual who had a Part II Order request had a right to request a full environmental assessment before the project. Requests which were clearly in the public interest, or which did not contain a reasonable amount of information, were referred to the Minister.

The harmonized policy described in this summary was developed to meet the requirements of the time.

2. BACKGROUND

FIGURE 1: FLOW CHART OF TRAFFIC CALMING PROCESS (revised 2007)



defined traffic calming as "any measure that reduces the speed of motor vehicles and improves the safety and the perception of safety for road users."

The policy is also intended to provide a framework for residents on traffic calming. It is also intended to provide a framework for residents on traffic calming. It is also intended to provide a framework for residents on traffic calming.

The Canadian Institute of Traffic Calming provides a guide to Neighbourhood Traffic Calming. It provides a guide to Neighbourhood Traffic Calming. It provides a guide to Neighbourhood Traffic Calming.

The most relevant to this process are the safety and design guidelines. The most relevant to this process are the safety and design guidelines. The most relevant to this process are the safety and design guidelines.

Traffic calming is not being implemented on roads where higher speeds are desired. Traffic calming is not being implemented on roads where higher speeds are desired. Traffic calming is not being implemented on roads where higher speeds are desired.

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The opinion of the area residents is particularly important. The opinion of the area residents is particularly important. The opinion of the area residents is particularly important.

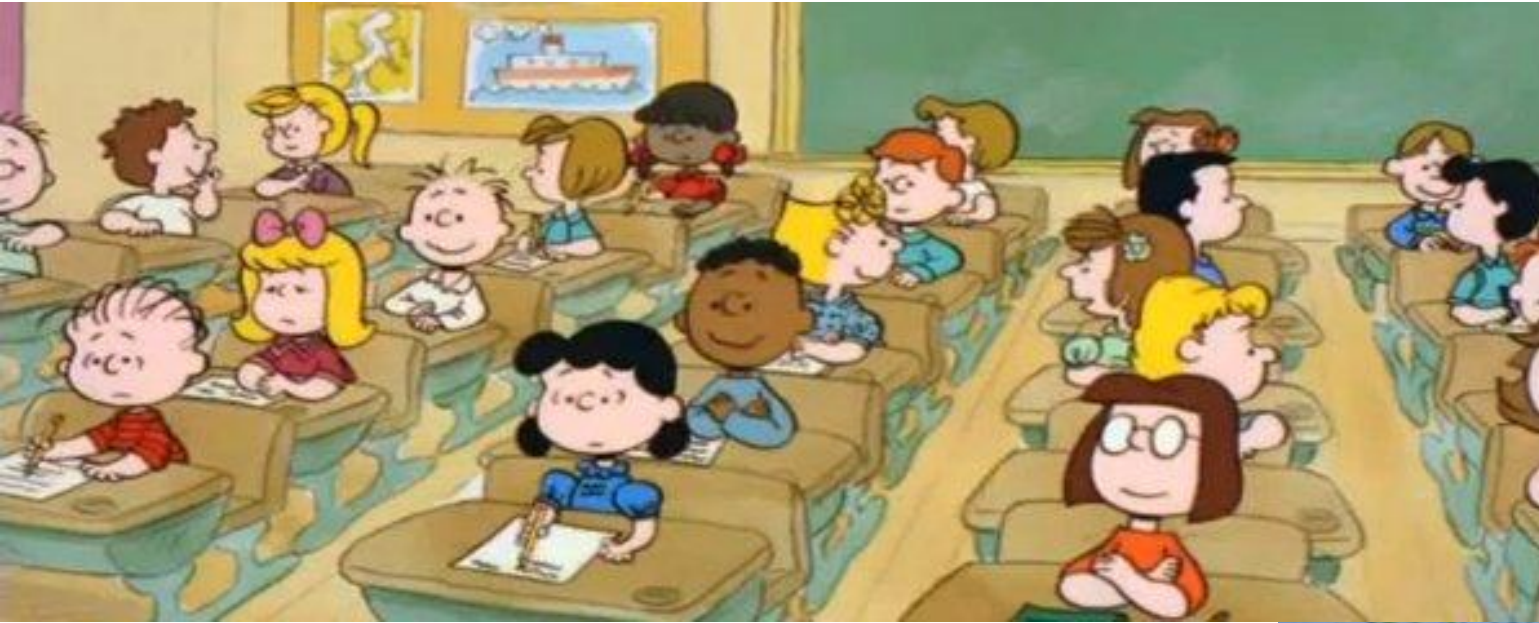
The policy is signed by the local Council. The policy is signed by the local Council. The policy is signed by the local Council.

This would ensure that limited staff resources are expended on proposals supported by the community. It also allows commonly held views of neighbourhood traffic issues to be quickly communicated to the Council. It also allows commonly held views of neighbourhood traffic issues to be quickly communicated to the Council. It also allows commonly held views of neighbourhood traffic issues to be quickly communicated to the Council.

Warrant 1: Community Support



Public Meeting



Survey conducted
by Councillor



The Petition



Warrant 2: Safety Requirements



2.1 Sidewalks



2.2 Road Grade



2.3 Emergency Response



Warrant 3: Technical Requirements



3.1 Minimum Speed



3.2 Minimum and Maximum Traffic Volume



3.3 Minimum Block Length



3.4 Transit Service









30 km/h Speed Limit Policy

Warrant "A" – PETITION

Consideration of 30km/h speed limit on a street upon receipt of a petition signed by at least 25% of affected households (or 10% in the case of multiple family rental dwellings).

Warrants "B", "C" and "D" will not be considered until Warrant "A" is satisfied.

ROAD ENVIRONMENT

Warrant "B" – ALL of the following criteria must be met

1. Local or Collector road	Yes / No
AND	
2. Pavement width less or equal to 8.5 metres	Yes / No
AND	
3. Operating speed 85 th percentile no greater than 50 km/h	Yes / No
AND	
4. Maximum traffic volume Local & Collector – less than 8,000 vehicles/day	Yes / No

SCHOOL AND CYCLING ENVIRONMENT

Warrant "C" – At least ONE of the following criteria must be met

1. Elementary or junior high school abuts the road - (<i>The 30 km/h maximum speed limit must extend at a minimum 150 metres beyond the boundary of school property and can be extended to include full road section</i>)	Yes / No
OR	
2. Improved parkland abuts the road that is contiguous to and used to gain access to an elementary or junior high school - (<i>The 30 km/h maximum speed limit must extend at a minimum 150 metres beyond the boundary of the parkland and can be extended to include full road section</i>)	Yes / No
OR	
3. Presence of cycling facilities identified by means of a contra-flow bicycle lane, mid-block sharrows or signed bicycle route	Yes / No

PEDESTRIAN AND TRAFFIC ENVIRONMENT

Warrant "D" – At least THREE of the following criteria must be met

1. Absence of continuous sidewalk on both sides of the road or major portion of the road	Yes / No
OR	
2. 'Significant parking activity' that results in cars being parked most of the time on both sides of the road or parked on one side, and the pavement width is less than 6.5 metres	Yes / No
OR	
3. 2 or more curves in short distance from each other (< 200 metres) with a safe operating speed less than 30 km/h	Yes / No
OR	
4. Lack of sufficient safe stopping distance (65 metres) based on the operating speed of 40 km/h at two or more locations	Yes / No

OVERALL WARRANT SUMMARY

Warrants "B" and "C" met OR "B" and "D" met Yes / No





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