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September 30, 2005

Councillor Michael Walker
St. Paul's - Ward 22
Suite B26, City Hall,
Toronto, Ontario M5H 2N2

Dear Councillor Walker:

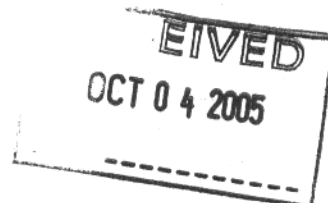
Re: Hawarden Crescent, from Spadina Road to Dunloe Road – Request for a temporal “No Stopping” regulation on the south side of Hawarden Crescent

I refer to a September 13, 2005 e-mail from Mr. Pierre D’Aoust of your office, forwarding an August 3, 2005 letter with attached petition, regarding the above.

Hawarden Crescent, from Spadina Road to Dunloe Road, operates two-way on a pavement width of 7.3 metres with a maximum speed limit of 50 km/h. Forest Hill Public School flanks the north side of the subject section of Hawarden Crescent. Stopping is prohibited on the south side of the subject section of Hawarden Crescent from 3:00 p.m. to 4:00 p.m., Monday to Friday, and parking is permitted for a maximum of one hour from 8:00 a.m. to 3:00 p.m., Monday to Friday. Parking is otherwise allowed for a maximum period of three hours. On the north side of Hawarden Crescent, from Spadina Road to Dunloe Road, “Stopping” is prohibited at anytime. In addition, a school bus loading zone is in operation on the north side of Hawarden Crescent, from Dunloe Road to a point 66.5 metres further west.

The existing “No Stopping” from 3:00 p.m. to 4:00 p.m., Monday to Friday regulation in effect on the south side of the subject section of Hawarden Crescent, was implemented in 1993 as a means of improving the operational safety on the roadway during the afternoon time period in which the School Bus Loading Zone (SBLZ) is in operation on the north side of Hawarden Crescent. For your information, School Buses also engage in drop-off activities within the School Bus Loading Zone during the morning periods between approximately 8:15 a.m. and 9:00 a.m., Monday to Friday.

Site inspections undertaken on the subject section of Hawarden Crescent have revealed that during the period when school buses are parked along the north side of the roadway within the School Bus Loading Zone, the roadway was narrowed to a width of approximately 5.0 metres. This is the minimum width required to accommodate the safe passage of two-way traffic. It was also observed that, during the times that the school buses were parked on the north side of Hawarden Crescent, a number of vehicles were also parked legally along the south side of Hawarden Crescent. During these times the width of the travelled portion of the roadway was reduced such that simultaneous two-way traffic flow was impossible. While some of the vehicles that parked on the south side of Hawarden Crescent may have belonged to surrounding residents, teachers or area visitors, a number of the vehicles also belonged to parents/guardians who parked while picking-up/dropping-off, or while escorting their children to and from Forest Hill Public School.



On many streets within the City of Toronto with similar daily traffic operations (i.e. in the vicinity of a school), parking has been prohibited on the opposite side of the roadway during school hours, (i.e. 8:30 a.m. to 5:00 p.m., Monday to Friday). This provides motorists, pedestrians, as well as students with clear site lines while driving and/or attempting to cross the street. Further, the Toronto Fire Service has determined that a minimum unobstructed pavement width of 3.3 metres is required to ensure safe passage along roadways by vehicles operated by their agency.

Accordingly, we have no objection to the residents petitioned request to amend the current parking regulations in effect on the south side of the subject section of Hawarden Crescent, to a "No Stopping" regulation that would operate from 8:00 a.m. to 9:15 a.m., from 11:30 a.m. to 1:15 p.m., and from 3:00 p.m. to 4:00 p.m., Monday to Friday, from September 1st to June 30th. The implementation of the above-noted "No Stopping" regulation would be consistent with the temporal "No Stopping" regulation that is currently in operation on the east side of Dunloe Road, opposite Forest Hill Public School.

In conclusion, the installation of this proposed regulation will help to keep the south side of the subject section of Hawarden Crescent clear of parked vehicles during the peak times of student pick-ups/drop-offs and when the School Bus Loading Zone is in use on the north side of the roadway, thereby facilitating the flow of two-way traffic and resulting in safer roadway operations for both motorists and pedestrians.

We will await the receipt of your comments, prior to taking any further action.

Yours truly,

A handwritten signature in black ink, appearing to read "Stephen Benjamin", with a long horizontal flourish extending to the right.

Stephen D. Benjamin
Manager-Traffic Operations
Toronto and East York District, West

RHH/rhh