

Works and Emergency Services
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October 30, 2003

Councillor Michael Walker,
St. Paul's (Ward 22),
Council Members' Offices,
Suite B26, City Hall.

Dear Councillor Walker:

Re: Belsize Drive, from Harwood Road to Cleveland Street - Request for the installation of speed humps

I refer to your letters of May 7th, and July 9th, 2003 forwarding a petition from residents of Belsize Drive, regarding the above.

Belsize Drive, from Harwood Road to Boyton Road, is a divided roadway consisting of a single lane in each direction, separated by a raised landscaped median. The south branch of the subject section of roadway operates one-way eastbound on pavement width of 5.5 metres and with a maximum speed limit of 40 km/hr. Stopping is prohibited at all times on the north side of the south branch of Belsize Drive, between Harwood Road and Boyton Road. Parking is permitted for a maximum period of one hour, from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the south side of the south branch of Belsize Drive, between Harwood Road and Forman Avenue and is allowed for a maximum period of three hours at other times. In addition, from Forman Avenue to Boyton Road, parking is allowed for a maximum period of three hours at anytime.

The north branch of the subject section of roadway operates one-way westbound on a pavement width of 4.8 metres with a maximum speed limit of 40 km/hr. Stopping is prohibited at all times on the south side of the north branch of Belsize Drive, from Harwood Road to Boyton Road. Parking is permitted for a maximum period of one hour, from 8:00 a.m. to 6:00 p.m., Monday to Friday, on the north side of the north branch of Belsize Drive, between Harwood Road and Forman Avenue and is allowed for a maximum period of three hours at other times. In addition, from Forman Avenue to Boyton Road, parking is allowed for a maximum period of three hours at anytime.

A speed and volume survey was conducted on Belsize Drive, between Harwood Road and Boyton Road, over a three-day period from July 22 to July 24, 2003. The results of the survey indicated that this section of Belsize Drive carries an average total of 1,900 vehicles per day in both directions, of which 1.0 percent travelled at a rate of speed in excess of 55 km/hr. The operating speed on Belsize Drive (the speed at or below which 85 percent of the motorists travelled) was 44 km/hr and the average speed was 36 km/hr.

Belsize Drive, from Boyton Road to Cleveland Street, operates two-way on a pavement width of 8.5 metres with a maximum speed limit of 40 km/hr. Parking is prohibited at anytime on the north side of this section of Belsize Drive and is permitted on the south side for a maximum period of three hours.

A speed and volume survey was also conducted on Belsize Drive, between Boyton Road and Cleveland Street, over a three-day period from September 23 to September 25, 2003. The results of this survey indicated that this section of Belsize Drive carries an average total of 1,756 vehicles per day in both directions, of which 2.5 percent travelled at a rate of speed in excess of 55 km/hr. The operating speed on this section of Belsize Drive (the speed at or below which 85 percent of the motorists travelled) was 45 km/hr and the average speed was 38 km/hr.

The City of Toronto developed a consolidated speed hump policy which was approved by City Council at its meeting held in April of 2002, and is now used to determine whether or not a roadway should be considered for the installation of speed humps. This policy sets out three major warrant categories that must be met in order to install speed humps. Failure to satisfy any one of the primary criteria could result in a location not being considered further for the installation of speed humps. As well, the policy describes four ranking criteria to be used in prioritizing requests for speed humps and outlines the consultation process that should be followed.

This policy was applied to determine whether Belsize Drive could be a possible candidate for any traffic calming measures such as the implementation of speed humps. Under the traffic calming policy guidelines, it is stipulated within the primary criteria that the street in question must have an operating speed of at least 10 km/hr above the posted speed limit. Based upon the results of our study, the subject section of Belsize Drive does not meet the necessary primary criteria for the further consideration of speed hump installation.

A check of the Toronto Police Service collision records over a three year period from May 31, 2000 to May 31, 2003, revealed one reported collision on the subject section of Belsize Drive where speeding may have been a contributing factor.

Belsize Drive was further reviewed in accordance with the ranking criteria as noted in the above mentioned speed hump policy. The ranking criteria uses a technical screening process to determine the need for speed humps based on prevailing traffic conditions, vehicle speed percentages and pertinent collision data.

Under the ranking criteria, the subject section of Belsize Drive, between Harwood Road and Cleveland Street obtained a score of 34 points out of a possible 100.

In light of the fact that the subject section of Belsize Drive failed to meet the necessary primary speed hump criteria and given the low speed profiles noted above (the study results indicate that the majority of motorists are complying with the posted 40 km/hr speed limit), the installation of speed humps or any other form of traffic calming would not be particularly effective and is therefore not recommended.

I would point out that funding levels for the traffic calming program are limited and there are streets that have been approved for speed hump installation but for which there is no funding available. Bearing in mind that our studies have shown this street has no apparent speeding problem, further consideration of this request would not be a cost-effective use of scarce resources.

Yours truly,



Danny Budimirovic, P. Eng.

Acting Manager, Traffic Operations,
District 1 (Central)

RHH/rhh

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b.c.: Andrew Koropaski, Transportation Services, District 1,