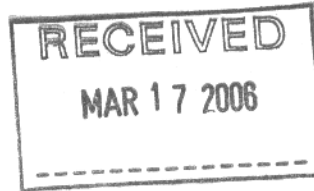


Fareed Amin, Deputy City Manager

Gary Welsh, P. Eng.  
General Manager  
Transportation Services Division

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March 16, 2006



Councillor Michael Walker  
City of Toronto, Ward 22 – St. Paul's  
100 Queen St. W., Suite B26  
Toronto, Ontario  
M5H 2N2

Dear Councillor Walker:

**Re: Kilbarry Road, between Forest Hill Road and Oriole Parkway – Request for speed humps**

In response to a January 20, 2006 e-mail inquiry from Pierre D'Aoust of your office and further to discussions held at a November 16, 2005 public meeting at Oriole Park Public School with the North Hill community, we have reviewed the request to install speed humps on the above-noted section of roadway. The following discussion summarizes the details of our investigation.

Kilbarry Road, between Forest Hill Road and Oriole Parkway, is a two-lane collector roadway with a daily two-way traffic flow of approximately 4,500-6,800 vehicles and a speed limit of 40 km/h. Heavy trucks are prohibited on Kilbarry Road at all times. The following traffic controls are in place on this section of Kilbarry Road:

Forest Hill Road – All-way "Stop" sign control;

Avenue Road – All-way "Stop" sign control. The south intersection leg is an access to Upper Canada College;

Highbourne Road – "Stop" sign controlled for Highbourne Road; and

Oriole Parkway – Traffic control signals. There is also an eastbound right-turn channel that is controlled by a "Stop" sign. At the signalized intersection, eastbound and westbound through and left-turn movements are physically prevented by raised islands (bicycles excepted).

We conducted twenty-four automatic speed and volume surveys in January and February 2006 at three locations on the subject section of Kilbarry Road. The data was evaluated against the Traffic Calming Policy criteria adopted by Toronto City Council in April 2002. The following table shows the results of the warrant analysis.

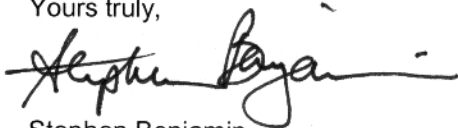
Section of Kilbarry Road	Installation Warrant Analysis and Evaluation								Installation Warrants Satisfied
	Warrant 1 Request	Warrant 2 Safety Requirements			Warrant 3 Technical Requirements				
	1.1 Review Initiated by Councillor or Petition	2.1 Sidewalk Adjacent to the Road	2.2 $\leq 8\%$ Road Grade	2.3 Nominal Impact on Emergency Services	3.1 85 <sup>th</sup> Percentile Speed > 50 km/h	3.2 Traffic Volume > 1000 veh/day	3.3 Block Length > 120 m	3.4 No Transit Service	
Forest Hill Road to Avenue Road	YES	YES	YES	YES	NO (46 km/h)	YES (6,809)	YES	YES	NO
Avenue Road to Highbourne Road	YES	YES	YES	YES	NO (48 km/h)	YES (4,499)	NO	YES	NO
Highbourne Road to Oriole Parkway	YES	YES	YES	YES	NO (46 km/h)	YES (4,539)	NO	YES	NO

As noted in the table, the 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. The warrants for all sections of roadway fail, as the 85<sup>th</sup> percentile speeds (the speed at which 85 percent of traffic travels at or below) are less than the required 50 km/h. Additionally, the average speeds on the subject sections of Kilbarry Road are 38 km/h, 41 km/h and 39 km/h, respectively. Based on these speed profiles, there does not appear to be a significant speeding problem and speeds are generally in a range that is typical for collector roadways. As well, the policy describes four ranking criteria to be used in prioritizing requests and outlines the consultation process that should be followed. Based on the results of our study, Kilbarry Road, between Forest Hill Road and Oriole Parkway, does not meet the necessary primary criteria for further consideration of speed hump installations. Should you or your constituents wish to review the Traffic Calming Policy, please refer to [www.toronto.ca/transportation/traffic/pdf/traffic\\_calming\\_policy\\_summary.pdf](http://www.toronto.ca/transportation/traffic/pdf/traffic_calming_policy_summary.pdf).

We reviewed Toronto Police Service collision records over a three-year period between January 1, 2003 and December 31, 2005. During this time period there have been 59 collisions on Kilbarry Road, between and including Forest Hill Road and Oriole Parkway. A detailed analysis of the 59 collisions revealed that none could be directly attributed to vehicles speeding on Kilbarry Road.

Based on the above-noted study results, the installation of speed humps or any other traffic calming would not be particularly effective and is therefore not recommended. If you have any questions regarding this investigation, please contact Dan Clement, Transportation Technologist, at (416) 338-5454.

Yours truly,



Stephen Benjamin  
Manager, Traffic Operations  
Toronto and East York District, West Area

DC/dc  
06-0027  
File W0036