



**Works and Emergency Services**  
**Barry Gutteridge, Commissioner**

**Transportation Services**  
**South District**  
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**Andrew Koropeski**  
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**RECEIVED**

**DEC 01 2003**

November 25, 2003

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

Dear Councillor Walker:

**Re: Broadway Avenue, between Mount Pleasant Road and Corinth Gardens - Request for the installation of speed humps**

I refer to your letter of July 9, 2003, forwarding an attached petition from residents of Broadway Avenue, asking that we investigate the above.

Broadway Avenue, from Mount Pleasant Road to Corinth Gardens is a collector roadway that operates two-way on a pavement width of 8.5 metres and with a maximum speed limit of 40 km/hr. 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 Broadway Avenue, between Mount Pleasant Road and Rawlinson Avenue and is allowed for a maximum period of three hours at other times. Parking is allowed on the north side of Broadway Avenue, between Rawlinson Avenue and Corinth Gardens for a maximum period of three hours. Parking is prohibited at anytime on the south side of the subject section of Broadway Avenue.

A speed and volume survey was conducted on the subject section of Broadway Avenue over a three-day period from September 23 to September 25, 2003. The results of the survey indicated that Broadway Avenue carries an average total of 7,301 vehicles per day in both directions, of which 3.0 percent travelled at a rate of speed in excess of 55 kilometres per hour. The operating speed on Broadway Avenue (the speed at or below which 85 percent of the motorists travelled) was 48 kilometers per hour and the average speed was 42 kilometers per hour.

The City of Toronto developed a consolidated speed hump policy, which was approved by City Council, 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 Broadway Avenue 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 Broadway Avenue does not meet the necessary primary criteria for the installation of traffic calming.

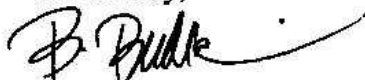
A check of the Toronto Police Service collision records over a three-year period from May 31, 2000 to May 31, 2003, revealed one reported collision on the subject section of Broadway Avenue where speeding may have been a contributing factor.

Broadway Avenue 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 Broadway Avenue obtained a score of 48 points out of a possible 100.

In light of the fact that the subject section of Broadway Avenue failed to meet the necessary primary criteria, the installation of speed humps or any other form of traffic calming is not recommended.

For your information, the North District of Transportation Services has also conducted recent speed and volume counts on the section of Broadway Avenue, between Corinth Gardens and Bayview Avenue, as the result of a request for possible speed hump installation along that portion of Broadway Avenue. The results of their investigation indicated that this section of Broadway Avenue, did not satisfy the necessary criteria for the installation of speed humps.

Yours truly,



Danny Budimirovic, P. Eng.  
Acting Manager, Traffic Operations,  
South District  
RHH/rhh  
2003-01404

c.c.: Councillor Joanna Flint, Ward 25, Suite A12, City Hall