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December 16, 2003

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

Dear Councillor Walker:

Re: Hillsdale Avenue East, from Forman Avenue to Cleveland Street – Request for the installation of speed humps

I refer to your letter of September 12, 2003, with attached petition from residents of Hillsdale Avenue East, regarding the above.

Hillsdale Avenue East, from Forman Avenue to Cleveland Street, operates two-way on a pavement width of 8.5 metres and has a maximum speed limit of 40 km/h. Parking is prohibited at anytime on the north side of the subject section of Hillsdale Avenue East, from December 1 of one year to March 31 of the next following year, and is permitted for a maximum period of three hours at other times. Parking is permitted on the south side of the subject section of Hillsdale Avenue East for a maximum period of three hours.

We conducted a twenty-four hour automatic speed and volume survey on the subject section of Hillsdale Avenue East over a three-day period from November 4 to November 6, 2003. The results of this survey indicated that Hillsdale Avenue East carries an average total of 1,307 vehicles per day in both directions. The operating speed on Hillsdale Avenue East (the speed at or below which 85 percent of the motorists travelled) was 51 km/h and the average speed was 42 km/h.

The City of Toronto developed a consolidated speed hump policy that was approved by City Council, and is now used to determine if 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. 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.

We have applied this new policy to determine whether or not the subject section of Hillsdale Avenue East could be a possible candidate for the implementation of speed humps and based upon the results of our study, the subject section of Hillsdale Avenue East meets the necessary primary criteria for speed hump installation. In particular, 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 kilometres per hour above the posted speed limit and as noted above the operating speed was 51 km/h.

A check of the Toronto Police Service collision records over a three-year period between July 31, 2000 and July 31, 2003, revealed that there was one reported collision on the subject section of Hillsdale Avenue East where speeding may have been a contributing factor.

Hillsdale Avenue East 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 Hillsdale Avenue East obtained a score of 25 points out of a possible 100.

One of the provisions outlined in the Municipal Class Environmental Assessment Act specifies that other reasonable alternative solutions be investigated prior to the recommendation of any solutions involving roadway alterations, such as speed humps. The option that is often considered as a means to reduce the speed of motorists on roadways is two sided parking. However, since parking is currently already permitted on both sides of Hillsdale Avenue East, except from December 1 to March 31, when it is prohibited on the north side, any parking changes are not a viable option in this case. Also, the Toronto Police Service could be requested to provide enforcement of the posted 40 km/h speed limit. However, due to the shortage of resources, enforcement would only be sporadic in nature and would not, in the long term, provide a lasting solution to the residents' concerns of speeding on their streets. Finally, the installation of our "Watch Your Speed" trailer program would only be a short-term solution, and like police enforcement it would not provide a lasting solution.

The installation of speed humps would facilitate motorists in achieving a uniform rate of speed of about 30 km/h without the need for police enforcement. In this regard, concurrent with the installation of the speed humps, a reduction from the present 40 km/h to a 30 km/h speed limit would be appropriate. No alterations to the parking regulations are required nor would the number of parking spaces be affected. The installation of speed humps will result in lower operating speeds for all vehicles, including emergency service vehicles.

In view of the foregoing, and in keeping with the traffic calming policy, upon receipt of your concurrence, we would be pleased to prepare a report to the Toronto South Community Council requesting authority to undertake a poll to determine the consensus of the area residents with respect to the installation of speed humps.

This formal poll would include all households directly abutting the affected section of Hillside Avenue East, and those households on side streets whose only access is from the street under consideration for speed hump installations. A minimum response rate of 50 percent and a favourable poll of 60 percent of all responses, is required before speed hump installation can proceed. If the results of the poll are negative, another poll cannot be conducted for a two-year period.

In summary, based upon the fact that the necessary traffic calming warrant criteria has been met, Hillside Avenue East, between Forman Avenue and Cleveland Street, is an acceptable candidate for the installation of speed humps.

Yours truly,



Danny Budimirovic, P.Eng.
Acting Manager, Traffic Operations,
South District
RHH/rhh
2003-01983

b.c.: Andrew Karopinski, Transportation Services, South District,