

Installation of Speed Humps - Old Orchard Grove, from Ridley Boulevard to Yonge Boulevard (North Toronto)

(City Council on November 23, 24 and 25, 1999, adopted this Clause, without amendment.)

The Toronto Community Council recommends that:

- (1) approval be given to alter sections of the roadway on Old Orchard Grove, from Ridley Boulevard to Yonge Boulevard, for traffic calming purposes as described below, with implementation subject to the favourable results of polling of the affected residents pursuant to the policy related to speed hump installation as adopted by the former City of Toronto Council:**

“The construction of speed humps on OLD ORCHARD GROVE, from Ridley Boulevard to Yonge Boulevard, generally as shown on the attached print of Drawing No. 42IF- 5420, dated July 1999”;

- (2) the speed limit be reduced from forty kilometres per hour to thirty kilometres per hour on Old Orchard Road, from Ridley Boulevard to Yonge Boulevard, coincident with the implementation of the traffic calming measures and as legislation permits; and**
- (3) the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that might be required.**

The Toronto Community Council submits the following report (August 26, 1999) from the Director, Transportation Services, District 1:

Purpose:

To respond to a request from Councillor Michael Walker for a report on the feasibility of installing speed humps on Old Orchard Grove, between Ridley Boulevard and Yonge Boulevard.

Funding Sources, Financial Implications and Impact Statement:

Not Applicable.

Recommendation:

That this report be received for information.

Comments:

At the request of North Toronto Ward Councillor Michael Walker and in consultation with Councillor Anne Johnston, on behalf of area residents, Transportation Services investigated concerns regarding excessive speeding and the feasibility of installing speed humps on Old Orchard Grove, from Ridley Boulevard to Yonge Boulevard.

The subject section of Old Orchard Grove operates two-way on a pavement width of 8.5 metres with a maximum speed limit of 40 kilometres per hour.

A 24-hour speed and volume survey on the subject section of Old Orchard Grove was recently conducted over a two-day period. The results of the survey revealed a daily average combined total of 3,088 vehicles in both directions during the midweek period, of which 2,809 (91 percent) travelled at a rate of speed of 55 kilometres per hour or less and 279 (9 percent) travelled at a rate of speed in excess of 55 kilometres per hour. The combined average operating speed (the speed at or below which 85 percent of the vehicles travelled) for the period was 48 kilometres per hour with an average speed of 39 kilometres per hour.

Old Orchard Grove was further reviewed in accordance to the secondary criteria set out in the policy established by the former City of Toronto Council in August, 1997, i.e., using a technical screening mechanism to evaluate the need for speed humps based on prevailing traffic conditions, vehicle speed percentages and pertinent collision data (according to Police Service accident records, there were no reported accidents on the subject section of Old Orchard Grove for the three-year period ending November 30, 1998, which could be attributed to speeding). During the course of this evaluation, the subject section of Old Orchard Grove received only 37 points out of a possible 100. Based upon the relatively low score and taking into consideration the speeding profile noted above, no further action is recommended at this time.

Notwithstanding the above and bearing in mind that the primary criteria for the installation of speed humps have been technically satisfied, should Toronto Community Council wish to proceed with the installation of speed humps on the subject section of Old Orchard Grove, then the following recommendations would be adopted:

- (1) That approval be given to alter sections of the roadway on Old Orchard Grove, from Ridley Boulevard to Yonge Boulevard, for traffic calming purposes as described below, with implementation subject to the favourable results of polling of the affected residents pursuant to the policy related to speed hump installation as adopted by the former City of Toronto Council:

“The construction of speed humps on OLD ORCHARD GROVE, from Ridley Boulevard to Yonge Boulevard, generally as shown on the attached print of Drawing No. 42IF- 5420, dated July 1999”;

- (2) That the speed limit be reduced from forty kilometres per hour to thirty kilometres per hour on Old Orchard Road, from Ridley Boulevard to Yonge Boulevard, coincident with the implementation of the traffic calming measures and as legislation permits; and

- (3) That the appropriate City Officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any Bills that might be required.

The traffic calming plan, as illustrated on the attached print of Drawing No. 42IF-5420, dated July 1999, consists of three speed humps. A speed limit reduction to 30 kilometres per hour would be appropriate. No impacts on parking are anticipated, no changes to parking regulations are required, and the effects on snow removal, street cleaning and garbage collection should be minimal.

In the event that Council deems it appropriate to consider a speed hump plan, a formal poll should be conducted of adults (18 years and older) of households directly abutting the affected section of the street, and also of households on side streets whose only access is from the street under consideration for speed hump installations. Under this policy, at least 60 percent of those responding should be in favour of the proposal to authorize implementation. Accordingly, subject to approval by Council, Transportation Services will conduct a poll of residents and report on the results at the deputation meeting for the project.

The changes proposed to Old Orchard Grove, as described above, constitute an alteration to a public highway pursuant to the provisions of the Municipal Act. The intent of Council to enact a by-law to authorize any physical changes resulting in the alteration of the pavement configuration must be advertised and subsequently be subject to a public hearing. In the interim, again subject to Council approval, consultations with the emergency services will be undertaken to ensure that the detailed design does not unduly hamper their respective operations. However, the introduction of speed humps will result in lower operating speeds for all vehicles, including emergency vehicles, resulting in increased response times.

This project is pre-approved in accordance with Schedule A of the Class Environmental Assessment for the Municipal Roads Project.

It is estimated that the cost to implement this proposal is \$5,400.00, funds for which are available in the Transportation Services Division 1999 Capital Budget.

Contact Name and Telephone Number:

Randy Hillis, Traffic Investigator, 392-7771