

**Installation of Speed Humps - Euclid Avenue,
Between Dundas Street West and College Street
(Trinity-Niagara)**

(City Council on December 14, 15 and 16, 1999, adopted this Clause, without amendment.)

The Toronto Community Council recommends that:

- (1) approval be given to alter sections of the roadway on Euclid Avenue, from Dundas Street West to College Street, for traffic calming purposes as described below, with implementation subject to favourable results of the 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 EUCLID AVENUE, from Dundas Street West to College Street, generally as shown on the attached print of Drawing No. 421F-5441, dated August 1999”;

- (2) a speed limit of 30 kilometres per hour be introduced on Euclid Avenue, from Dundas Street West to College Street, coinciding with the implementation of speed humps and as legislation permits; and**
- (3) the appropriate City Officials be requested to take whatever action is necessary to give effect thereto, including the introduction in Council of any Bills that are required.**

The Toronto Community Council submits the following report (November 30, 1999) from the Director, Transportation Services District 1:

Purpose:

To report on a request from Councillors Joe Pantalone and Mario Silva for the installation of speed humps on Euclid Avenue, between Dundas Street West and College Street.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendation:

It is recommended that this report be received for information.

Comments:

Trinity-Niagara Councillors Joe Pantalone and Mario Silva have requested that Transportation Services' staff report to the Toronto Community Council to obtain the authority to conduct a poll of Euclid Avenue residents, between Dundas Street West and College Street, to determine their support for the installation of speed humps.

This section of Euclid Avenue operates one-way northbound on a pavement width of 7.32 metres. Alternate side parking is in effect. Parking is permitted to a maximum of one hour between 8:00 a.m. and 6:00 p.m., Monday to Friday, and to a maximum of three hours at other times. The permit parking system is in effect from 12:01 a.m. to 7:00 a.m., daily. The maximum speed limit is 40 kilometres per hour and heavy vehicles are prohibited.

Transportation Services' staff conducted a twenty-four hour automatic speed and volume survey on Euclid Avenue, between Dundas Street West and College Street, and it was found that this street carries approximately 3,300 vehicles per day with an average operating speed (speed at which 85 percent or less of the traffic travels) of 48 km/h. The average speed of vehicles on the street is 38 km/h and about 3 percent of the vehicles travel in excess of 55 km/h.

A review of the Toronto Police Service's collision data records for Euclid Avenue for the three year period beginning January 1, 1996 and ending December 31, 1998, revealed eight midblock collisions were reported in which speeding does not appear to have been a factor. None of these collisions involved pedestrians.

Euclid Avenue was further reviewed in accordance with 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 (noted above). During the course of this evaluation, the subject section of Euclid Avenue received only 47 points out of a possible 100. Based upon the relatively low score and taking into consideration the speed profile noted above (an average speed of 38 km/h), 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 Euclid Avenue, then the following recommendations should be adopted:

- (1) That approval be given to alter sections of the roadway on Euclid Avenue, from Dundas Street West to College Street, for traffic calming purposes as described below, with implementation subject to favourable results of the 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 EUCLID AVENUE, from Dundas Street West to College Street, generally as shown on the attached print of Drawing No. 421F-5441, dated August 1999”;

- (2) That a speed limit of 30 kilometres per hour be introduced on Euclid Avenue, from Dundas Street West to College Street, coinciding with the implementation of speed humps and as legislation permits; and
- (3) That the appropriate City Officials be requested to take whatever action is necessary to give effect thereto, including the introduction in Council of any Bills that are required.

The traffic calming proposal, as illustrated on the attached print of Drawing No. 421F-5441 dated August 1999, consists of five speed humps. As suggested above, a speed limit reduction to 30 kilometres per hour would also be appropriate. No impacts on parking are anticipated and the effects on snow removal, street cleaning and garbage collection should be minimal.

As stipulated in the Speed Hump Policy, once it has been determined that speed hump installation meets the initial criteria, a formal poll should be conducted of adults (18 years of age and older) of households directly abutting the affected section of street, and also 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.

The changes proposed to Euclid Avenue, 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, consultations with the emergency services agencies have been undertaken to ensure that the detailed design does not unduly hamper their respective operations. However, the introduction of speed humps would result in slower operating speeds for all vehicles, including emergency vehicles, resulting in increased response times.

This project would be 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 \$7,500.00, funds for which would have to be made available in the Transportation Services Division 2000 Capital Budget.

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1 Map – Euclid Avenue