

**Installation of Speed Humps - Millwood Avenue,
from Yonge Street to Acacia Road (North Toronto)**

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

The Toronto Community Council recommends the adoption of the following report (November 18, 1999) from the Director, Transportation Services, District 1:

Purpose:

To reduce the speed of motor vehicles on Millwood Avenue, from Yonge Street to Acacia Road.

Financial Implications and Impact Statement:

The estimated cost for this proposal is \$10,500.00, funds for which are available in the Transportation Services 1999 Capital Budget.

Recommendations:

- (1) That approval be given to alter sections of the roadway on Millwood Avenue, from Yonge Street to Acacia Road, 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 MILLWOOD AVENUE, from Yonge Street to Acacia Road, generally as shown on the attached print of Drawing No. 421F-5503, dated November 1999,”

- (2) That the speed limit be reduced from forty kilometres per hour to thirty kilometres per hour on Millwood Avenue, from Yonge Street to Acacia Road, 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.

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' staff investigated concerns regarding excessive speeding and the feasibility of installing speed humps on Millwood Avenue, from Yonge Street to Acacia Road.

The subject section of Millwood Avenue operates two-way on a pavement width of 8.5 metres and a maximum speed limit of 40 kilometres per hour.

Transportation Services' staff recently conducted a 24-hour speed and volume survey on the subject section of Millwood Avenue over a three-day period. The results of the survey revealed a combined total of 1,100 vehicles in both directions during the midweek period, of which 1,023 (93 percent) travelled at a rate of speed of 55 kilometres per hour or less and 77 (7 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 midweek period was 51 kilometres per hour with an average speed of 41 kilometres per hour.

In reviewing the secondary criteria which takes into consideration the presence of schools, parks, seniors residences, bicycle routes and retail developments, the subject section of Millwood Road scored a total of 52 points out of a possible 100. Council Policy stipulates that the road being considered for speed humps must score at least 30 points in the review process. In spite of the low incidences of speeding on this section of Millwood Road, the presence of a senior citizens' residence and the fact that both Davisville Public School and The Metro Toronto School for the Deaf about the subject section of Millwood Road, this street is an acceptable candidate for speed hump installation.

The traffic calming proposal, as illustrated on the attached print of Drawing No. 421F-5503, dated November 1999, consists of seven speed humps with spacings of between 37 to 91.5 metres. 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.

As stipulated in the Policy, once it has been determined that speed hump installation is technically warranted, a formal poll should be conducted of adults (18 years and older) of households directly abutting the affected section of the street, and also households on sidestreets 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, staff will conduct a poll of residents and report on the results at the deputation meeting for the project.

The changes proposed to Millwood 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 will be undertaken to ensure that the detailed design does not unduly hamper their respective operations. However, the introduction of speed humps would 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.

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Insert Table/Map No. 1
Millwood Avenue

