



**STAFF REPORT  
ACTION REQUIRED**

**Park Hill Road – Traffic Calming**

<b>Date:</b>	April 12, 2007
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	St. Paul’s, Ward 21
<b>Reference Number:</b>	Ts07110te.top.doc

**SUMMARY**

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This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic calming to address residents’ concerns with the speed of traffic on Park Hill Road, between Eglinton Avenue West and Fairleigh Crescent.

Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Park Hill Road at this time.

**RECOMMENDATIONS**

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**Transportation Services recommends to Toronto and East York Community Council that:**

1. traffic calming not be installed on Park Hill Road, between Eglinton Avenue West and Fairleigh Crescent.

**Financial Impact**

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Park Hill Road would be beneficial, the following financial impact will result:

1. The estimated cost for installing 5 speed humps would be \$15,000.00. Transportation Services has requested funds in the amount of \$750,000.00 be allocated in the 2007 Capital Budget for traffic calming initiatives. Installing speed humps on Park Hill Road would be subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Joe Mihevc, Transportation Services studied Park Hill Road between Eglinton Avenue West and Fairleigh Crescent to determine whether traffic calming devices would address concerns with current traffic operations.

## **COMMENTS**

Park Hill Road, between Eglinton Avenue West and Fairleigh Crescent, is a local street operating two-way with a posted speed limit of 40 km/h and a pavement width of 7.3 metres. There is a sidewalk on the west side of Park Hill Road between Eglinton Avenue West and Whitmore Avenue. There is no sidewalk on either side of Park Hill Road between Whitmore Avenue and Fairleigh Crescent. The Traffic Calming Policy for the City of Toronto states that speed humps should only be considered on a street where a sidewalk is present on at least one side of the street. The road grade is less than eight percent. There is no TTC service on this street.

Vehicle speeds and traffic volume are the prime criteria for installing traffic calming devices. Other factors, including road width, pedestrian facilities and gradient are also considered in the assessment.

Toronto Police Service collision records indicate one collision was reported during the three-year period ending November 1, 2006. This collision occurred at the intersection of Park Hill Road and Whitmore Avenue where the motorist lost control of the vehicle and drove onto the property at No. 114 Whitmore Avenue. The driver was charged with failure to remain and driving without insurance. The driver was not charged with driving at an excessive speed.

Park Hill Road, between Eglinton Avenue West and Fairleigh Crescent, does not meet all the criteria for installing traffic calming devices. Specifically, the operating speed of 47 km/h is less than 10km/h over the posted speed limit. The average speed recorded was 38 km/h, and as noted above, there are no sidewalks on Park Hill Road between Whitmore Avenue and Fairleigh Crescent. Therefore, installing speed humps on Park Hill Road, between Eglinton Avenue West and Fairleigh Crescent, is not warranted.

Appendix A outlines the assessment of the technical criteria in more detail.

## **Alternate recommendations**

If, despite the findings above, the Toronto and East York Community Council determines that installing speed humps on Park Hill Road, between Eglinton Avenue West and Fairleigh Crescent would be beneficial, it may approve the following:

1. Transportation Services poll eligible householders on Park Hill Road, between Eglinton Avenue West and Fairleigh Crescent, to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy; and

2. subject to favourable results of the poll;
  - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Park Hill Road, between Eglinton Avenue West and Fairleigh Crescent, for traffic calming purposes, generally as the speed hump plan that Transportation Services circulated to residents during the polling process shows; and
  - (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Park Hill Road, between Eglinton Avenue West and Fairleigh Crescent, when the speed humps are installed.

### **Conduct poll**

The City of Toronto Traffic Calming Policy stipulates householders who would be directly affected by installing speed humps on Park Hill Road must be formally polled. A minimum response of 50 percent plus one ballot is established, of which at least 60 percent of the responding households must be in favour of installing speed humps in order to proceed with the installation. Accordingly, subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll householders on Park Hill Road, and would report the results to Councillor Mihevc. If the poll supports installing speed humps on Park Hill Road, Transportation Services staff would schedule installation based on relative need and competing priorities.

### **Relative Priority and Other Impacts**

Relative need and the priority of installing speed humps is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Park Hill Road between Eglinton Avenue West and Whitmore Avenue scored 15 ranking points out of a possible 100, and 12 ranking points out of a possible 100 on that section of Park Hill Road between Whitmore Avenue and Fairleigh Crescent.

No alterations to parking regulations are required, nor would the number of parking spaces be affected, and the effects on winter services, street cleaning and garbage collection should be minimal.

Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles, and could result in increased response times in the event of an emergency.

## **Emergency Services Comments**

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. On February 23, 2007 we advised emergency services that the subject location was being considered for the installation of traffic calming. We have received a reply dated March 28, 2007, from Toronto Fire Services, outlining their concerns with respect to the installation of speed humps on Park Hill Road. A copy of this letter is attached as Appendix "B".

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing No. 421F-8768, dated April 2007  
Appendix A - Table 1: Traffic Calming Warrant Criteria  
Appendix B - Letter from Toronto Fire Services dated March 28, 2007

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