



## STAFF REPORT ACTION REQUIRED

### Traffic Calming - Russell Hill Road

<b>Date:</b>	May 14, 2008
<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 22
<b>Reference Number:</b>	Ts08085te.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 has investigated installing speed humps on Russell Hill Road, between Lonsdale Road and St. Clair Avenue West, to address residents' concerns with the speed of traffic.

Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has not been met. Therefore, installation of speed humps on Russell Hill Road is not recommended.

### RECOMMENDATIONS

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

1. not authorize installation of speed humps on Russell Hill Road, between Lonsdale Road and St. Clair Avenue West.

#### **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 Russell Hill Road, between Lonsdale Road and St. Clair Avenue West, would be beneficial, the following financial impact will result:

1. the estimated cost for installing 6 speed humps would be \$18,000.00. Funds in the amount of \$265,000.00 have been allocated in the Transportation Services 2008 Capital Budget for traffic calming initiatives. Installing speed humps on Russell Hill Road is subject to competing priorities and funding availability.

## **ISSUE BACKGROUND**

At the request of Councillor Michael Walker, Transportation Services investigated Russell Hill Road, between Lonsdale Road and St. Clair Avenue West, to determine whether installation of speed humps is justified to address concerns with current traffic operations.

## **COMMENTS**

Russell Hill Road, between Lonsdale Road and St. Clair Avenue, is a collector roadway operating one-way southbound on a pavement width of 7.3 metres, with a posted speed limit of 40 km/h. There are sidewalks on both sides of the road and the road grade is less than 8 percent. There is no TTC service on this street.

## **Analysis**

The Toronto Police Service collision records indicate that no speed-related collisions have been reported on Russell Hill Road for a three-year period ending December 31, 2007.

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.

Russell Hill Road, between Lonsdale Road and St. Clair Avenue West, does not meet the following criteria stipulated in the City of Toronto's Traffic Calming Policy for installing speed humps:

- the operating speed on Russell Hill Road, between Lonsdale Road and Heath Street West of 44 km/h is less than the required 10 km/h over the warranted 40 km/h speed limit; and
- the operating speed on Russell Hill Road, between Heath Street West and St. Clair Avenue West, is 48 km/h, which is also less than the required 10 km/h over the warranted 40 km/h speed limit.

Therefore, installing speed humps on Russell Hill Road, between Lonsdale Road and St. Clair Avenue West, is not technically warranted or recommended.

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 Russell Hill Road, between Lonsdale Road and St. Clair Avenue West, would be beneficial, it should adopt the following:

1. Transportation Services poll eligible householders on Russell Hill Road, between Lonsdale Road and St. Clair Avenue West, to determine whether residents support the installation of speed humps, 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 Russell Hill Road, between Lonsdale Road and St. Clair Avenue West, for traffic calming purposes, generally as shown on the copy of Drawing No. 421F-9292, dated May 2008 that Transportation Services circulated to residents during the polling process; and
  - (b) Transportation Services take the necessary action to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Russell Hill Road, between Lonsdale Road and St. Clair Avenue West, when the speed humps are installed.

## **Conduct poll**

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on Russell Hill Road must be formally polled. A minimum response of 50 percent plus one ballot is required, of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. Subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Transportation Services would poll eligible residents on Russell Hill Road, between Lonsdale Road and St. Clair Avenue West. If the poll supports speed humps, Transportation Services would schedule installation based on relative need and competing priorities.

## **Relative Priority and Other Impacts**

Relative need and priority of speed hump installation 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. Russell Hill Road, between Lonsdale Road and Heath Street West, scored 35 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected, by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

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. We have advised emergency services that the subject location is being considered for the installation of traffic calming but have not received any comments back at this time.

### **CONTACT**

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### **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

### **ATTACHMENTS**

Drawing No. 421F-9292, dated May 2008  
Appendix A - Table 1: Traffic Calming Warrant Criteria

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