**Civic Hospital Neighbourhood Traffic Committee**

***Street Representatives’ Update – September 2015***

**I Fairmont Avenue** – Kristin Baetz

i) Area Traffic Management Screening:  The city measured speed and volume on Fairmont Ave. between Carling Ave. and Laurentian Pl. that began on July 8, 2015 at 7:00am and concluded on July 10, 2015 at 7:00am, lasting a total of 48 hours.  The deployment was done to determine if this section of Fairmont meets the screening criteria for an Area Traffic Management Study.   *There are two traffic criteria that a street must meet before being prioritized for a study.*

* For the volume criteria, Fairmont did not meet the threshold with 917 vehicles in 24 hours.  This below the required 1,000 vehicles in 24 hours.
* For the speed criteria, the requirement is for an 85th percentile speed of 50km/h or more, even if the roadway is posted at 40km/h.  The 85th Percentile Speed for this section of Fairmont Ave. was 46.5km/h.   The rational for using 50km/h for the speed criteria is below and copied from the Area Traffic Management Council approved policy.

Another numetric deployment on the basis of decreased traffic due to summer and the temporary “local traffic only” sign on Carling.  This should be conducted sometime this fall when the construction is over on Laurentian.

ii) **“STOP FOR US” Sign Blitz morning of October 9th7:30 – 8:30 am.**  The city has provided the CHNA with Stop for Us signs that have been successfully used in other neighbourhoods at notorious “roll-through” stops.  As October 9th is a PD for many local schools it is a great time to have the kids (and adults!) participate in a morning blitz at the 5-corners.  Come on out and shake a “STOP FOR US” sign at the drivers.  Coffee and  Juice will be provided – donated baked goods would not be turned away by the kids.   If this is a success we can expand to other locations and/or other times.  Mornings are extra dangerous with kids walking to school.

**II Hinton Avenue S. – Lynne Ree**

Traffic exiting the Duke of Devonshire parking garage and illegally turning north onto Hinton Ave. remains the main traffic issue for our block.  Work was done in June on compiling a list of license plate numbers of offending cars, but suspended over the summer.  We are currently reassessing this and possible use for it if we continue.  Asking the City to close the street completely at the Carling Ave. end remains an option for some residents if enforcement cannot manage the problem.

**III Gwynne Avenue** – Tony Lovink

i) In June, I initiated a series of emails about the use of Gwynne, as the parallel street to Melrose, for construction trucks working on the expansion of the Heart Institute.  At first I was told by the "expansion team" (no signature), that Gwynne was scheduled to be used as a route to access the heart institute

Shocked, I forwarded this email to Karen Wright, copied to all my immediate neighbours.  Karen informed me as follows"  Terry Glavin, the Heart Institute Project Manager returned to work today and promptly reposed to our question.  Gwynne Ave is NOT on the site plan for use during the heart institute expansion! Since then, I have not seen any construction trucks related to the Heart expansion on the street.

ii) Traffic comes speeding out of the Civic Hospital/Heart Institute complex going north-west, down an overly wide Ruskin Avenue at alarming speeds, and often does not stop at the stop sign on the corner of Gwynne.  I have witnessed myself coming down the hill on my bicycle and car, near misses.  I have talked to the neighbours who have also witnessed the same. This corner is a relatively blind one, in that drivers have to look up a steep hill.

I am waiting for an accident to happen on this corner!  However, the issue is not that different from the five corners where cars and bikes come raising down the hill from Carling, and barely stop, if they can. A solution??

iii) Since I use Melrose a lot to access Gwynne through Laurentian Place, it is to be noted, that cars can no longer stop, and therefore physically challenged people in cars with disability permits, can no longer park on the east side of Melrose, partly so that construction trucks and the regular Civic Hospital bus from the parking lot on Champagne, can use Melrose more easily.

**IV Sherwood Avenue** – Mark Scrivens, Jennifer Zelmer

ATM screening was conducted in June 2015 and based on volume and speed, Sherwood Ave was screened in to the next stage of the ATM process.

**V Holland Avenue** – Hazel Harrington

ATM screening was conducted in June 2015 and based on volume and speed, Holland Ave was screened in to the next stage of the ATM process. Speed and volume data will be collected on Holland between Sherwood and Kenilworth and on Holland between Ruskin and Inglewood.

With respect to the Holland Avenue safe street initiative with Fisher Park School, representatives from the parent council will seek input from those at Elmdale and Connaught schools as well. Additionally, neighbourhood association representatives from the Hintonburg and Wellington West neighborhood associations will be asked to collaborate since the more partners we have behind the initiative, the more powerful the message.

**VI Bayswater Avenue** – Rosalind Paciga

The "slow down for us" sign campaign was very well received on our street. All 15 signs went quickly and several other people were asking how they could get one. I told those neighbours they would be first to get a sign the next time the signs came back around to our block.

Our first annual street party was a success. We closed Bayswater Ave between Beech and Hickory for several hours on the Saturday of Italian Week. We ran into a couple of obstacles with the buses being re-routed down Bayswater but hopefully we were able to raise awareness about Bayswater being a residential street, and we're hoping to ensure the buses are NOT re-routes down our street for any reason in the future.