

Installation of Speed Humps - Shaw Street, from Dupont Street to Bloor Street West (Davenport)

(City Council on November 23, 24 and 25, 1999, adopted this Clause, without amendment.)

The Toronto Community Council recommends the adoption of the following report (October 26, 1999) from the Director, Transportation Services, District 1:

Purpose:

To report on the feasibility of speed humps on Shaw Street, between Dupont Street and Bloor Street West, further to a request of Toronto Community Council at its July 15, 1999 meeting.

Financial Implications and Impact Statement:

Funds to implement the work in the estimated amount of \$12,000.00 could be accommodated within the Transportation Services Division 1999 Capital Budget.

Recommendations:

- (1) That approval be given to alter sections of the roadway on Shaw Street, between Dupont Street and Bloor Street West, for traffic calming purposes as described below, with implementation subject to favourable results of the polling of 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 SHAW STREET, from Dupont Street and Bloor Street West, generally as shown on the attached print of Drawing No. 421F-5494, dated October 1999.”;

- (2) That the speed limit be reduced from 40 km/h to 30 km/h on Shaw Street, from Dupont Street and Bloor Street West, coincident with the implementation of speed humps; 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 are required.

Background:

Toronto Community Council, at its meeting of July 15, 1999, in considering a communication (July 15, 1999) from Councillors Betty Disero and Dennis Fotinos, requested staff to conduct a poll of residents for speed hump installation on a number of streets, including Shaw Street from Dupont Street to Bloor Street West (Clause No. 61(o) of Report No. 11 of the Toronto Community Council).

Comments:

Shaw Street, between Dupont Street and Bloor Street West, has a pavement width of 7.3 metres, a maximum speed limit of 40 kilometres per hour and operates one-way southbound.

The results of the 24-hour speed and volume surveys conducted over a three day period in September 1999, revealed that Shaw Street, between Dupont Street and Bloor Street West, carries an average combined traffic volume of approximately 2,900 vehicles daily. The operating speed (the speed at which 85 percent of vehicular traffic travels at or below) averaged over a period of three days was 40 kilometres per hour, while the average speed was 33 kilometres per hour. Incidents of excessive speeding (vehicles travelling in excess of 55 kilometres per hour) represented roughly 1 percent of the average daily volume.

The vehicle speed profile for this section of Shaw Street is low when compared to other locations in the City where excessive vehicle speeds constitute a much greater percentage of the average daily traffic volume. As such, the installation of speed humps would not be expected to result in significant changes in traffic volumes/and or speeds. However, in order to maintain continuity between the existing speed humps to the south (Bloor Street West to Dundas Street West) and proposed speed humps to the north (Dupont Street to Davenport Road), it is recommended that speed humps should also be implemented on this section of Shaw Street.

The speed hump proposal, as illustrated on the attached copy of Drawing No. 421F-5494, dated October 1999, consists of twelve speed humps. A speed limit reduction from the present 40 kilometres per hour to 30 kilometres per hour on Shaw Street, concurrent with the installation of the speed humps, would be appropriate. No alterations to the parking regulations are required nor will the number of on-street parking spaces be affected.

As outlined in the former City of Toronto speed hump policy, a formal poll must be conducted of adults 18 years of age and older, whose residences directly abut Shaw Street or whose sole access to their residences is from Shaw Street. Further, under this policy, at least 60 percent of returned ballots must be in favour of the installation of speed humps in order to proceed with the proposal.

The installation of speed humps on this section of Shaw Street would constitute an alteration to a public highway pursuant to the provisions of the Municipal Act. Consequently, if Council decides to proceed with a speed hump plan the proposed changes to the roadway must be advertised and be subject to a public hearing. In the interim, consultations with emergency service agencies would also be undertaken to ensure that the design and layout of speed humps does not unduly hamper their operations.

This work would be pre-approved in accordance with Schedule A of the Class Environmental Assessment for Municipal Road Projects.

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Insert Table/Map No. 1
Shaw Street