

Installation of Speed Humps - Rosemount Avenue, from Dufferin Street to Oakwood Avenue (Davenport)

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

The Toronto Community Council recommends that:

- (1) approval be given to alter sections of the roadway on Rosemount Avenue, between Dufferin Street and Oakwood Avenue, 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 ROSEMOUNT AVENUE, from Dufferin Street and Oakwood Avenue, generally as shown on the attached print of Drawing No. 421F-5491, dated October 1999.”;

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Rosemount Avenue, from Dufferin Street and Oakwood Avenue, coincident with the implementation of speed humps and as legislation permits; and**
- (3) 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.**

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

Purpose:

To report on the feasibility of speed humps on Rosemount Avenue, between Dufferin Street and Oakwood Avenue, further to a request of Toronto Community Council at its July 15, 1999 meeting.

Financial Implications and Impact Statement:

Should a speed hump installation on Rosemount Avenue, between Dufferin Street and Oakwood Avenue, be approved, funds to implement the work in the estimated amount of \$6,000.00 could be accommodated within the Transportation Services Division 1999 Capital Budget.

Recommendation:

That this report be received for information.

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 Rosemount Avenue, from Dufferin Street to Oakwood Avenue (Clause No. 61(0) of Report No. 11 of the Toronto Community Council).

Comments:

In accordance with the Speed Hump Policy approved by the former City of Toronto Council, when a request for speed humps is received, the proposal should first be assessed from a technical perspective. This sequence is important for a couple of reasons. There are “primary” criteria established to test the basic feasibility of speed hump installation on a given street. If any of these criteria are not met, the appropriateness of such measures would be highly questionable. Notwithstanding, Council may still wish to move on to the next step (i.e. more detailed analysis, design, and polling of residents) even though one or more of these criteria are not satisfied. It is, however, necessary for Council to know these factors before a time consuming and costly poll is undertaken.

Rosemount Avenue, between Dufferin Street and Oakwood Avenue, has a pavement width of 8.5 metres, a maximum speed limit of 40 kilometres per hour, and operates two-way (eastbound and westbound).

A 24-hour speed and volume survey conducted over a five day period in May 1998, on Rosemount Avenue, between Dufferin Street and Oakwood Avenue, recorded approximately 1700 vehicles travelling at an average speed of 38 km/h, with 1 percent of those vehicles travelling at speeds greater than 55 km/h. An operating speed (the speed at which 85 percent of the vehicular traffic travels at or below) of 48 km/h was recorded.

Given the above, the impact that speed humps would have on this street would be minor, compared to a number of other locations throughout the City where excessive vehicle speeds constitute a much greater percentage of the average daily traffic volume. Accordingly, further consideration for the installation of speed humps or substantive traffic calming measures on Rosemount Avenue is not recommended at this time.

Notwithstanding the above, should Toronto Community Council wish to proceed with the installation of speed humps on the subject section of Rosemount Avenue, the following recommendations should be adopted:

- (1) That approval be given to alter sections of the roadway on Rosemount Avenue, between Dufferin Street and Oakwood Avenue, 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 ROSEMOUNT AVENUE, from Dufferin Street and Oakwood Avenue, generally as shown on the attached print of Drawing No. 421F-5491, dated October 1999.”;

- (2) That the speed limit be reduced from 40 km/h to 30 km/h on Rosemount Avenue, from Dufferin Street and Oakwood Avenue, coincident with the implementation of speed humps 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 are required.

In accordance with the above-noted Speed Hump Policy, and in the event that Council deems it appropriate to proceed with a speed hump plan, a formal poll must be conducted of adults 18 years of age and older, whose residence directly abuts Rosemount Avenue, or whose sole access to their residence is from Rosemount Avenue. 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 speed hump plan, as illustrated on the attached copy of Drawing No. 421F-5491 dated October 1999, would consist of six speed humps. A speed limit reduction from the present 40 km/h to 30 km/h on Rosemount Avenue, concurrent with the installation of the speed humps, would be appropriate. No alterations to the parking regulations are required nor would the number of on-street parking spaces be affected.

The installation of speed humps on Rosemount Avenue 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 adversely affect their operations.

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

Contact:

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Insert Table/Map No. 1
Rosemount Avenue