

## **Installation of Speed Humps - Windermere Avenue, from Bloor Street West to Annette Street (High Park)**

*(City Council on November 23, 24 and 25, 1999, amended this Clause, by adding thereto the following:*

*“It is further recommended that the Director, Transportation Services, District 1, be requested to submit a report to the York Community Council on extending the traffic calming (speed humps) north of Annette Street on Windermere Avenue.”)*

**The Toronto Community Council recommends the adoption of the following report (October 22, 1999) from the Director, Transportation Services, District 1:**

### Purpose:

To reduce the speed of traffic on Windermere Avenue, between Bloor Street West and Annette Street, by the introduction of speed humps.

### Financial Implications and Impact Statement:

Funds to cover the cost of this work and associated signage in the estimated amount of \$18,000.00 are available under the Transportation Services Division 1999 Capital Budget.

### Recommendations:

- (1) That approval be given to alter sections of the roadway on Windermere Avenue, between Bloor Street West and Annette Street, 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 WINDERMERE AVENUE, from Bloor Street West to Annette Street, generally as shown on the attached print of Drawing No. 421F-5489, dated October 1999”;

- (2) That the speed limit be reduced from 40 km/h to 30 km/h on Windermere Avenue, from Bloor Street West to Annette Street, 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.

### Comments:

At the request of the High Park Ward Councillors and residents of Windermere Avenue, Transportation Services' staff investigated the feasibility of installing speed humps on Windermere Avenue, from Bloor Street West to Annette Street.

Windermere Avenue, from Bloor Street West to Annette Street, operates two-way with a pavement width which varies from 8.5 to 11 metres and a posted speed limit of 40 km/h.

A speed and volume survey was conducted on the subject section of Windermere Avenue over a three-day period in July and a five-day period in November 1998. The survey found that on average, 1,830 and 3,690 vehicles per day travelled northbound and southbound respectively on Windermere Avenue, between Bloor Street West and Annette Street, with an average speed of 46 km/h and average 85<sup>th</sup> percentile operating speed (the speed at which 85 percent of the vehicular traffic travels at or below) of 55 km/h. Approximately 16 percent of motorists travelled in excess of 55 km/h.

Therefore, the installation of speed humps would be of benefit on the subject section of Windermere Avenue.

The speed hump proposal, as illustrated on the attached copy of Drawing No. 421F-5489, dated October 1999, consists of twelve speed humps at spacings of 45 to 90 metres. A speed limit reduction from the present 40 km/h to 30 km/h on Windermere Avenue, 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.

The installation of speed humps on Windermere Avenue constitutes an alteration to a public highway pursuant to the provisions of the Municipal Act. Consequently, the proposed changes to the roadway must be advertised and be subject to a public hearing. In the interim, consultations with emergency service agencies will be undertaken to ensure that the design and layout of speed humps does not unduly hamper their operations.

Also, once it has been determined that the criteria for speed hump installation has been satisfied, a formal poll must be conducted of adults, 18 years of age and older, whose residence directly abuts Windermere Avenue or whose sole access to their residence is from Windermere Avenue. Further, at least 60 percent of returned ballots must be in favour of the installation of speed humps in order to proceed with the proposal. Accordingly, staff will conduct this poll and report on the results at the public hearing for the project.

This project is 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  
Windermere Avenue