

Installation of Speed Humps - Kimberley Avenue from Lyall Avenue to Swanwick Avenue (East Toronto)

(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 Kimberley Avenue, from Lyall Avenue to Swanwick Avenue, for traffic calming purposes as described below, with implementation subject to the favourable results of polling of the 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 KIMBERLEY AVENUE, from Lyall Avenue to Swanwick Avenue, generally as shown on the attached print of Drawing No. 421F-5464, dated, September 1999.”;

- (2) a speed limit of thirty kilometres per hour be introduced on Kimberley Avenue, from Lyall Avenue to Swanwick 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 might be required.**

The Toronto Community Council submits the following report (October 18, 1999) from the Director, Transportation Services District 1:

Purpose:

To respond to a request by Councillor Tom Jakobek that we report to Toronto Community Council on the feasibility of installing speed humps on Kimberley Avenue, from Lyall Avenue to Swanwick Avenue.

Financial Implications and Impact Statement:

Should Council decide to pursue the installation of speed humps on the subject portions of Kimberley Avenue, funds to undertake the necessary installation and signage adjustments in the estimated amount of \$3,000.00 are contained in the Transportation Services Division's 1999 Capital Budget.

Recommendation:

It is recommended that this report be received for information.

Comments:

At the request of Councillor Tom Jakobek, Transportation Services' staff have investigated the feasibility of installing two speed humps on Kimberley Avenue, between Lyall Avenue and Swanwick Avenue to deter incidence of speeding.

Kimberley Avenue operates two-way on a pavement width of 8.5 metres with a speed limit of 40 km/h. Kimberley Public School is located immediately north of Swanwick Avenue in the block between Swanwick Avenue and Gerrard Street East. Recent 24-hour speed and volume surveys conducted on the subject section of Kimberley Avenue recorded an average combined total of 700 vehicles daily. The 85th percentile speed (the speed at which 85 percent of the traffic is travelling at or below) was 42 km/h.

The traffic volume is significantly below the minimum requirement of 1,000 vehicles per day required by the primary technical criteria established in our Speed Hump Policy report adopted by the former City of Toronto Council at its meeting of August 21, 1997. Nevertheless, this matter was further reviewed in accordance with the secondary criteria using a technical screening mechanism to evaluate the need for speed humps based on prevailing traffic conditions, vehicle speed percentages and pertinent collision data. Based on this assessment, the subject section of Kimberley Avenue received a total of only 22 points out of a possible 100. This is a relatively low score and taking into consideration the speeding profile and low traffic volume noted above, no further action is recommended at this time.

Notwithstanding the above, should Toronto Community Council wish to proceed with the installation of speed humps on the section of Kimberley Avenue between Lyall Avenue and Swanwick Avenue, then the following recommendations would be adopted:

- (1) That approval be given to alter sections of the roadway on Kimberley Avenue, from Lyall Avenue to Swanwick Avenue, for traffic calming purposes as described below, with implementation subject to the favourable results of polling of the 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 KIMBERLEY AVENUE, from Lyall Avenue to Swanwick Avenue, generally as shown on the attached print of Drawing No. 421F-5464, dated, September 1999.”;

- (2) That a speed limit of thirty kilometres per hour be introduced on Kimberley Avenue, from Lyall Avenue to Swanwick 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 might be required.

The traffic calming plan illustrated on the attached print of Drawing No. 421F-5464 dated September 1999, consists of two speed humps (in the vicinity of Premises Nos. 3/5 and 27/29 Kimberley Avenue). A speed limit reduction to 30 km/h would be appropriate. No impacts on parking are anticipated, no changes to parking regulations are required and the effects on snow removal, street cleaning and garbage collection should be minimal.

In the event that Council deems it appropriate to consider a speed hump plan, a formal poll should be conducted of adults (18 years and older) of households directly abutting the subject section of Kimberley Avenue. Under this policy, at least 60 percent of those responding to the poll should be in favour of the proposal to authorize implementation. Accordingly, subject to approval by Council, Transportation Services would conduct the poll of residents and report on the results at the deputation meeting for the project.

The changes to Kimberley Avenue as described above would constitute an alteration to a public highway pursuant to the provisions of the Municipal Act. The intent of Council to enact a by-law to authorize any physical changes resulting in the alteration of the pavement configuration must be advertised and subsequently be subject to a public hearing. Should Council approve the above speed hump plan, consultations with the emergency services would be undertaken to ensure that the detailed design does not unduly hamper their respective operations. However, the introduction of speed humps would result in slower operating speeds for all vehicles, including emergency vehicles resulting in increased response times.

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

Contact:

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Insert Table/Map No. 1
Kimberley Avenue