

## **Installation of Speed Humps - Oakvale Avenue from Greenwood Avenue to the West End (East Toronto)**

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

**The Toronto Community Council recommends that a by-law in the form of the draft by-law be enacted, and that the necessary Bill be introduced in Council to give effect thereto.**

The Toronto Community Council reports, for the information of Council, that pursuant to Clause 57 of Report No. 7 of the Toronto Community Council, headed "Request for Poll to be Conducted Respecting the Feasibility of Installing Speed Humps on Oakvale Avenue (East Toronto)", which was adopted by City Council on May 11 and 12, 1999, notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on October 18, October 25, November 1 and November 8, 1999, and no one addressed the Toronto Community Council.

The Toronto Community Council submits the following Draft By-law from the City Solicitor:

Authority: Toronto Community Council Report No. 7 , Clause No. 57, as adopted by Council on May 11 and 12, 1999

Enacted by Council:

### **CITY OF TORONTO**

Bill No.

BY-LAW No.

To further amend former City of Toronto By-law No. 602-89, being "A By-law To authorize the construction, widening, narrowing, alteration and repair of sidewalks, pavements and curbs at various locations", respecting the alteration of Oakvale Avenue by the installation of speed humps from Greenwood Avenue to the west end

WHEREAS notice of a proposed By-law regarding the proposed alteration was published in a daily newspaper on October 18 and 25 and November 1 and 8, 1999 and interested persons were given an opportunity to be heard at a public meeting held on November 9, 1999 and it is appropriate to amend the by-law to permit the alteration.

*The Council of the City of Toronto HEREBY ENACTS as follows:*

**1.** Former City of Toronto By-law No. 602-89, being "A By-law To authorize the construction, widening, narrowing, alteration and repair of sidewalks, pavements and curbs at various locations", is amended:

(1) by inserting in Columns 1, 2, 3, 4, 5 and 6, respectively, of Schedule "B-4" (Pavement Alteration/Repair) the following:

(Column 1 Street)	(Column 2 Side/Corner)	(Column 3 Alteration/ Repair)	(Column 4 From)	(Column 5 To)	(Column 6 Drawing No./Date)
Oakvale Avenue		Alteration consisting of the installation of speed humps	Greenwood Avenue	the west end	421F-5340 dated March, 1999

ENACTED AND PASSED this      day of      , A.D. 1999.

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Mayor

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Clerk

**The Toronto Community Council also submits the following Clause 57 of Toronto Community Council Report No. 7, headed "Request for Poll to be Conducted Respecting the Feasibility of Installing Speed Humps on Oakvale Avenue (East Toronto):**

(City Council on May 11 and 12, 1999, adopted this Clause, without amendment.)

**The Toronto Community Council recommends that:**

- (1) approval be given to alter sections of the roadway on Oakvale Avenue, for traffic calming purposes, by the installation of speed humps, with implementation subject to favourable results of the polling of residents pursuant to the policy related to speed hump installation as adopted by the Council of the former City of Toronto;**
- (2) the speed limit be reduced from 40 kilometres per hour to 30 kilometres per hour coincident with the implementation of speed humps; and**
- (3) the appropriate City officials be authorized and directed to take the necessary action to implement the foregoing, including the introduction in Council of any Bills that might be required.**

**The Toronto Community Council submits the following communication (April 12, 1999) from Councillor Bussin:**

To the Members of the Committee, please find attached copy of a report from Works and Emergency Services dated March 25, 1999 on the feasibility of installing speed humps on Oakvale Avenue.

As a result of ongoing and unresolved neighbourhood concerns regarding excessive speeding and serious safety concerns of the residents on Oakvale Avenue, I am requesting a poll be conducted of Oakvale Avenue residents to resolve this issue.

Thank you, for your attention to this important issue for many residents on this street.

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(Report dated March 25, 1999 from the  
Director of Transportation Services, District 1, Works and Emergency Services,  
addressed to Councillor Bussin)

This is in reply to your e-mail of October 14, 1998, in response to a letter (September 8, 1998) from Transportation Services in reply to your earlier letter of June 3, 1998, regarding the above.

As noted in our previous letter, Oakvale Avenue from Greenwood Avenue to the west end is a residential street which operates two-way with a pavement width of 8.53 metres and a 40 km/h maximum speed limit. Parking is prohibited at anytime on the north side and allowed on the south side of the street.

Under the terms of the current Speed Hump Policy adopted by the previous City Council on August 21, 1997, there are five primary criteria that must be met in order for a speed hump installation to be considered on a street. This criteria was developed following analyses of speed hump policies in other parts of Canada and internationally and was deemed to be the minimum standard required for speed humps to be an effective traffic calming measure. It has been followed and met in all previous speed hump installations in Toronto.

One of the criteria requires that the street under consideration have a minimum volume of 1,000 vehicles per day. If all of the primary criteria are met and it is determined that speed humps are justified, the policy stipulates that when installation is being considered, a poll of adult residents on the street must be conducted, and that a minimum of 60% of valid responses supporting the proposal is required in order to implement the plan. As the polling process is somewhat time consuming and requires the dedication of departmental staff and budgetary resources to complete, we first must report to the Toronto Community Council requesting authority to conduct the poll, outline the rationale for implementing the plan, indicate the level of public consultation that has transpired to date and suggest a future meeting date of the TCC at which deputations may be heard for or against the plan.

As noted in our earlier letter, Oakvale Avenue carries about 450 vehicles daily. The highest number of vehicle recorded in any single hour of the day was 71. Generally, the hourly volumes during the daytime range between 15-26 vehicles. The operating speed of the street (referred to as the 85<sup>th</sup> percentile speed) is about 49 km/h. This is low compared to many streets in the City and notwithstanding the speed profile, the street operates safely.

Although Oakvale Avenue does not satisfy the primary criteria for the installation of speed humps, staff have prepared Drawing No. 421F-5340 for your inspection (as requested by your staff) showing potential speed hump locations on Oakvale Avenue at a point 39.5 metres west of Greenwood Avenue and at a point 128.0 metres west of Greenwood Avenue. However, we emphasize that based on our assessment of conditions on Oakvale Avenue and the limited department resources available for projects of this nature, we do not recommend the implementation of this plan. Our referral of the speeding complaint to the Toronto Police Service and the Toronto Transit Commission, as was done in September 1998 was and remains the appropriate course of action in this instance.

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The Toronto Community Council reports, for the information of Council, having also had before it during consideration of the foregoing matter, the communication (April 22, 1999) from Mr. Nicholas Brooke, President, Oakvale Avenue Residents Association, in support of the application, and a copy thereof is on file in the office of the City Clerk.

Oakvale

Insert Table/Map No. 1

Avenue

**The Toronto Community Council also submits the report (October 14, 1999) from the Director, Transportation Services District 1:**

Purpose:

To report on the results of a speed hump poll of residents and to advise that conditions for the installation of speed humps on Oakvale Avenue from Greenwood Avenue to the west end of Oakvale Avenue have been satisfied.

Financial Implications and Impact Statement:

Funds to undertake the necessary work in the amount of \$3,000.00 are contained in the Transportation Services Division 1999 Capital Budget.

Recommendation:

That this report be received for information.

Background:

Toronto City Council at its meeting of May 11 and 12, 1999, in adopting Clause No. 57 of Report No. 7 of Toronto Community Council, approved the alterations of the pavement on the above noted street, subject to the favourable results of polling of the affected residents, pursuant to the former City of Toronto policy relating to speed hump installation. The proposed enactment of the draft by-law to give effect to the above was advertised in a daily newspaper on four consecutive weeks in October 1999 and will be considered by Toronto Community Council at its meeting of November 9, 1999.

Comments:

The former City of Toronto's Speed Hump Policy (adopted by Council at its meeting of August 21, 1997) requires that a poll of adult residents (18 years of age or older) be conducted on streets being considered for speed hump installations and that at least 60 percent of the valid responses to the poll endorse the speed hump proposal.

The results of the poll undertaken on Oakvale Avenue from Greenwood Avenue to the west end in August 1999 showed that 54 percent of the eligible voters responded to the poll and of these 54 (100 percent) supported speed humps and zero opposed the plan.

As indicated above, the polling criteria for the installation of speed humps, as set out in the Speed Hump Policy, have been satisfied on the subject section of roadway.

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