

**Proposed Installation of Speed Humps -  
Briar Hill Avenue between Avenue Road  
and Yonge Street (North Toronto)**

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

**The Toronto Community Council recommends that, due to the negative poll results, the draft-law not be enacted.**

The Toronto Community Council reports, for the information of Council, that pursuant to Clause 45 of Report No. 11 of the Toronto Community Council, headed "Proposed Installation of Speed Humps – Briar Hill Avenue between Avenue Road and Yonge Street (North Toronto)", which was adopted by City Council on July 27, 28, 29 and 30, 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. 11 , Clause No. 45, as adopted by Council on July 27, 28, 29 and 30, 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 Briar Hill Avenue by the installation of speed humps from Avenue Road to Yonge Street..

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)
Briar Hill Avenue		Alteration consisting of the installation of speed humps	Avenue Road	Yonge Street	421F-5309 dated May, 1999

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

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Mayor

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City Clerk

**The Toronto Community Council also submits the following Clause 45 of Toronto Community Council Report No. 11, headed “Proposed Installation of Speed Humps – Briar Hill Avenue between Avenue Road and Yonge Street (North Toronto)”:**

(City Council on July 27, 28, 29 and 30, 1999, adopted this Clause, without amendment.)

**The Toronto Community Council recommends the adoption of the following report (June 25, 1999) from the Director, Transportation Services, District 1:**

Purpose:

To reduce the speed of traffic on Briar Hill Avenue between Avenue Road and Yonge Street by the introduction of speed humps.

Funding Sources, Financial Implications and Impact Statement:

Funds to cover the cost of the installation of the speed humps on Briar Hill Avenue 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 Briar Hill Avenue between Avenue Road and Yonge 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 humps as adopted by the former City of Toronto Council:  
“**The construction of speed humps on BRIAR HILL AVENUE between Avenue Road and Yonge Street, generally as shown on the attached print of Drawing No. 421F-5309, dated May 1999**”;

- (2) That a speed limit of 30 kilometres per hour be introduced on Briar Hill Avenue between Avenue Road and Yonge Street coinciding with the implementation of speed humps and as legislation permits; and
- (3) That the appropriate City Officials be requested to take whatever action is necessary to give effect thereto including the introduction in Council of any Bills that are required.

Comments:

At the request of the Briar Hill Traffic Committee and in consultation with Ward 22 Councillors Anne Johnston and Michael Walker, Transportation Services' staff have investigated the feasibility of installing speed humps on Briar Hill Avenue to reduce speed of motor vehicles.

Briar Hill Avenue is a local residential street with a two-way operation and a daily weekday traffic flow of about 1,500 vehicles towards the Avenue Road end and about 2,000 vehicles toward the Duplex Avenue end. The speed limit is 40 km/h between Duplex Avenue and Avenue Road and 50 km/h between Yonge Street and Duplex Avenue. The pavement width is uniform at 8.5 m and the following parking regulations are in effect:

North Side

- (i) Parking is prohibited at anytime between Yonge Street and Rosewell Avenue;
- (ii) Permit Parking is in effect from 12:01 a.m. to 7:00 a.m. daily between Avenue Road and Rosewell Avenue; and
- (iii) Parking is otherwise permitted to a maximum of 3 hours.

South side

- (iv) Parking is prohibited from 8:00 a.m. to 10:00 a.m., Monday to Friday between Duplex Avenue and Rosewell Avenue;
- (v) Parking is permitted for a maximum period of 60 minutes from 8:00 a.m. to 6:00 p.m. daily between Yonge Street and Duplex Avenue;
- (vi) Permit Parking is in effect from 12:01 a.m. to 7:00 a.m. daily between Avenue Road and Rosewell Avenue; and
- (vii) Parking is otherwise permitted to a maximum of 3 hours.

Speed studies conducted on Briar Hill Avenue between Avenue Road and Birdsall Avenue over a three day period in November 1998 revealed a weekday average speed of 46 km/h, an operating speed (speed at which 85 percent of the daily traffic travels at or under) of 58 km/h and that 22 percent of the vehicles travelled in excess of 55 km/h. Between Duplex Avenue and

Rosewell Avenue, the average speed was 44 km/h, the operating speed was 54 km/h and 13 percent of the vehicles travelled in excess of 55 km/h.

To be consistent with the former City of Toronto's Speed Hump Policy, two speed humps per block could be installed on each of the short blocks and four speed humps per block on the longer blocks. The proposed locations for the 12 speed humps are generally shown on the attached print of Drawing No. 421F-5309, dated May 1999.

In light of the above and apparent support evident at the public meeting convened by the Ward Councillors and attended by Transportation staff, on May 5, 1999, it is recommended that the residents be polled to determine the level of community support for the speed hump proposal as outlined above.

The installation of speed humps on Briar Hill Avenue constitute an alteration to public highways pursuant to the provisions of the Municipal Act. This project is pre-approved in accordance with Schedule A of the Class Environmental Assessment for Municipal Road Projects.

Contact Name and Telephone Number:

Michael J. Harris, Supervisor Traffic Engineering, 392-7711

Insert Table/Map No. 1  
Briar Hill Avenue

**The Toronto Community Council also submits the following report (October 25, 1999) from the Director, Transportation Services District 1:**

Purpose:

To report the results of a poll of residents regarding the installation of speed humps on Briar Hill Avenue, from Avenue Road to Yonge Street.

Financial Implications and Impact Statement:

Not applicable.

Recommendation:

That the draft by-law to alter the section of Briar Hill Avenue, from Avenue Road to Yonge Street, by means of the installation of speed humps, not be enacted in light of the negative poll results noted below.

Background:

City Council, at its meeting of July 27, 28, 29 and 30, 1999, adopted Clause 45 in Report No. 11 of the Toronto Community Council and in so doing, approved the alterations of the pavement on the section of Briar Hill Avenue, from Avenue Road to Yonge 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.

Accordingly, Transportation Services undertook a poll on the above noted section of Briar Hill Avenue in September and October of this year to determine the degree of community support for the installation of speed humps on this street.

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 Briar Hill Avenue, from Avenue Road to Yonge Street showed that 53 percent of the eligible voters responded to the poll and of these, 119 (52 percent) supported the proposal to install speed humps and 99 (44 percent) were opposed to the plan. A total of 9 (4 percent) ballots were invalid.

Accordingly, the poll of residents regarding the installation of speed humps on Briar Hill Avenue did not achieve the 60% support level stipulated in the Speed Hump Policy.

Contact:

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