

**Installation of Speed Humps - Balmoral Avenue and
Farnham Avenue, between Avenue Road and Yonge Street
(Midtown)**

(City Council on December 14, 15 and 16, 1999, adopted this Clause, without amendment.)

The Toronto Community Council recommends that:

- (1) approval be given to amend the existing highway alterations on the sections of roadway on Balmoral Avenue and Farnham Avenue, from Avenue Road to Yonge Street, for the purposes of traffic calming 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 BALMORAL AVENUE and FARNHAM AVENUE, from Avenue Road to Yonge Street, generally as shown on the attached print of Drawing Nos. 421F-5430 and 5431, dated July 1999”; and

- (2) 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.**

The Toronto Community Council submits the following report (November 22, 1999) from the Director, Transportation Services District 1:

Purpose:

To improve the traffic calming measures currently in place on Balmoral Avenue and Farnham Avenue, between Avenue Road and Yonge Street, by introducing speed humps to replace the speed bumps currently in place, which were originally implemented in 1974.

Financial Implications and Impact Statement:

Funds to cover the cost of the installation of speed humps on the subject sections of Balmoral Avenue and Farnham Avenue in the estimated amount of \$25,000.00 will have to be provided in the Transportation Services Division 2000 Capital Budget.

Recommendations:

- (1) That approval be given to amend the existing highway alterations on the sections of roadway on Balmoral Avenue and Farnham Avenue, from Avenue Road to Yonge Street, for the purposes of traffic calming as described below:

“The construction of speed humps on BALMORAL AVENUE and FARNHAM AVENUE, from Avenue Road to Yonge Street, generally as shown on the attached print of Drawing Nos. 421F-5430 and 5431, dated July 1999”; and

- (2) 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:

In 1974, the former City of Toronto installed speed bumps on both sections of Balmoral Avenue and Farnham Avenue, between Yonge Street and Avenue Road, as a pilot programme, under special legislation granted by the Province of Ontario. Between 1974 and 1997 (when the Province granted permission to install speed humps on streets within the former City of Toronto), no other streets with the City had either speed bumps or speed humps installed. With the adoption of the speed hump policy by the former City of Toronto Council in August of 1997, new standards for the implementation of speed humps on City streets were adopted. The speed bumps on the above sections of Balmoral Avenue and Farnham Avenue are not consistent with these newer standards.

Midtown Councillors John Adams and Ila Bossons, as well as Transportation Services’ staff, have received numerous complaints from residents of the above streets about the existing speed bump design and their concern that the existing speed bumps are placed too far apart to sufficiently control speeding (the posted speed limit on both streets is 30 km/h). In addition, residents noted that the physical condition of the speed bumps has deteriorated over time and requests have been made to reconstruct same.

In view of the condition of the roadways, the Works and Emergency Services 1999 Capital Budget included funding for the complete reconstruction of both Balmoral Avenue and Farnham Avenue, from Avenue Road to Yonge Street. This reconstruction was scheduled to proceed; however, it was delayed to 2000 as there was some debate as to whether to reconstruct the roadways using the existing speed bump design or to implement a speed hump plan consistent with the standards contained in the 1997 speed hump policy.

Transportation Services’ staff, in consultation with the local ward councillors, have determined that the reconstruction of Balmoral Avenue and Farnham Avenue provides an opportunity to improve upon the traffic calming measures currently in place by replacing the six pairs of speed *bumps* on each street with eight single speed *humps* in the case of Balmoral Avenue and nine single speed *humps* in the case of Farnham Avenue, designed in accordance with the new City standards. The locations of the existing speed bumps and the proposed location of the new speed

humps are illustrated on the attached prints of Drawing Nos. 421F-5430 and 5431, dated July 1999.

The installation of the new designs will result in a decrease in the speed of vehicles between humps, decrease the level of noise pollution as the new *humps* are not as abrupt as the old design, should accommodate an increase in the on-street parking supply and will reduce the number of signs posted on the street.

This work can be done most cost effectively in conjunction with the roadway reconstruction with minimal impact on traffic operations. By approving the above recommendations, as stipulated in the speed hump policy, Transportation Services will be authorised to conduct a formal poll of adult residents (18 years and older) of the two affected streets to determine their level of support for this proposal. At least 60 percent or more of those responding should be in favour of the new proposal to authorise implementation. If the poll results are negative, then the old speed *bump* design will be reinstalled after the roadways are reconstructed.

The amended speed hump proposal described above constitutes an amendment to the highway alteration in effect since 1974, pursuant to the provisions of the Municipal Act. The intent of Council to enact a by-law to authorise any physical changes resulting in the alteration of the pavement configuration must be advertised and subsequently be subject to a public hearing. In the interim, consultations with emergency services will be undertaken to ensure that the revised detailed design does not unduly hamper their respective operations.

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

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Insert Table/Map No. 1
Balmoral Avenue and Farnham

Insert Table/Map No. 2
Balmoral Avenue and Farnham

