

## **Installation of Speed Humps - Campbell Avenue from Paton Road to Wallace Avenue (Davenport)**

*(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 alter sections of the roadway on Campbell Avenue between Paton Road and Wallace Avenue 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 CAMPBELL AVENUE from Paton Road to Wallace Avenue, generally as shown on the attached print of Drawing No. 421F-5471, dated September 1999.”;**

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Campbell Avenue from Paton Road to Wallace Avenue coincident with the implementation of speed humps;**
- (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 are required; and**
- (4) the results of the poll be submitted to the Toronto Community Council prior to notice of the draft by-law being given.**

**The Toronto Community Council submits the following report (October 20, 1999) from the Director, Transportation Services District 1:**

Purpose:

To obtain authority to conduct a poll of Campbell Avenue residents for the installation of speed humps on Campbell Avenue between Paton Road and Wallace Avenue.

Financial Implications and Impact Statement:

Should a speed hump installation on Campbell Avenue between Paton Road and Wallace Avenue be approved, funds to implement the work in the estimated amount of \$3,000.00 could be accommodated within the Transportation Services Division 1999 Capital Budget.

Recommendation:

That this report be received for information.

Comments:

Davenport Ward Councillor Betty Disero has requested that Transportation Services staff report to the Toronto Community Council to obtain authority to conduct a poll of Campbell Avenue residents, between Paton Road and Wallace Avenue, to determine their support for the installation of speed humps.

Campbell Avenue between Paton Road and Wallace Avenue operates two-way with a pavement width of 7.3 metres and a maximum speed limit of 40 km/h.

A 24-hour speed and volume survey conducted in May 1998, on the subject section of Campbell Avenue recorded a total of 451 vehicles travelling at an average speed of 42 km/h, with 13 percent of these vehicles travelling at speeds greater than 55 km/h. An operating speed (the speed at which 85 percent of the vehicular traffic travels at or below) of 52 km/h was recorded.

This section of Campbell Avenue does not meet the primary criteria for the installation of speed humps contained in the Speed Hump Policy adopted by the former City of Toronto Council at its meeting in August 1997. Specifically, the average daily volume is substantially less than the required minimum of 1,000 vehicles per day. Further, the speed profile noted above does not indicate a problem situation. Accordingly, the installation of speed humps on this section of street would not be particularly effective and is not recommended.

Notwithstanding the above, should Toronto Community Council wish to proceed with the installation of speed humps on the subject section of Campbell Avenue, then the following recommendations should be adopted:

1. That approval be given to alter sections of the roadway on Campbell Avenue between Paton Road and Wallace Avenue 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 CAMPBELL AVENUE from Paton Road to Wallace Avenue, generally as shown on the attached print of Drawing No. 421F-5471, dated September 1999.”;

2. That the speed limit be reduced from 40 km/h to 30 km/h on Campbell Avenue from Paton Road to Wallace Avenue coincident with the implementation of speed humps; 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.

In accordance with the above-noted Speed Hump Policy and in the event that Council deems it appropriate to proceed with a speed hump plan, a formal poll must be conducted of adults 18

years of age and older, whose residence directly abuts Campbell Avenue or whose sole access to their residence is from Campbell Avenue. Further, under this policy, at least 60 percent of returned ballots must be in favour of the installation of speed humps in order to proceed with the proposal.

The speed hump proposal, as illustrated on the attached copy of Drawing No. 421F-5471 dated September 1999, consists of two speed humps. A speed limit reduction from the present 40 km/h to 30 km/h on Campbell 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 Campbell Avenue would constitute an alteration to a public highway pursuant to the provisions of the Municipal Act. Consequently, if Council decides to proceed with a speed hump plan the proposed changes to the roadway must be advertised and be subject to a public hearing. In the interim, consultations with emergency service agencies would also be undertaken to ensure that the design and layout of speed humps does not adversely affect their operations.

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

Contact: Brian Holditch, Traffic Investigator, 392-7771

Insert Table/Map No. 1  
Campbell Avenue