

Installation of Speed Humps - Concord Avenue from Hallam Street to Northumberland Street (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 Concord Avenue between, Hallam Street and Northumberland 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 hump installation as adopted by the former City of Toronto Council:**

“The construction of speed humps on CONCORD AVENUE, from Hallam Street to Northumberland Street, generally as shown on the attached print of Drawing No. 421F-5493, dated October 1999”;

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Concord Avenue, from Hallam Street to Northumberland Street, coincident with the implementation of speed humps and as legislation permits;**
- (3) the poll be conducted in Italian and Portuguese; and**
- (4) 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.**

The Toronto Community Council submits the following report (October 26, 1999) from the Director, Transportation Services District 1:

Purpose:

To report on the feasibility of speed humps on Concord Avenue, between Hallam Street and Northumberland Street, as requested by Toronto Community Council at its July 15, 1999, meeting.

Financial Implications and Impact Statement:

Should a speed hump installation on Concord Avenue, between Hallam Street and Northumberland Street be approved, funds to implement the work in the estimated amount of \$8,000.00 could be accommodated within the Transportation Services Division 1999 Capital Budget.

Recommendation:

That this report be received for information.

Background:

Toronto Community Council, at its meeting of July 15, 1999, in considering a communication (July 15, 1999) from Councillors Betty Disero and Dennis Fotinos, requested Transportation staff to conduct a poll of residents for speed hump installation on a number of streets, including Concord Avenue, from Hallam Street to Northumberland Street (Clause No. 61(o) of Report No. 11 of the Toronto Community Council).

Comments:

In accordance with the Speed Hump Policy approved by the former City of Toronto Council, when a request for speed humps is received, the proposal should first be assessed from a technical perspective. This sequence is important for a couple of reasons. There are “primary” criteria established to test the basic feasibility of speed hump installation on a given street. If any of these criteria are not met, the appropriateness of such measures would be highly questionable. Notwithstanding, Council may still wish to move on to the next step (i.e. more detailed analysis, design, and polling of residents) even though one or more of these criteria are not satisfied. It is, however, necessary for Council to know these factors before a time consuming and costly poll is undertaken.

Concord Avenue, between Northumberland Street and Hallam Street, has a pavement width of 7.3 metres, a maximum speed limit of 40 kilometres per hour and operates one-way southbound.

The results of the 24-hour speed and volume surveys conducted over a three day period in May, 1999, revealed that Concord Avenue, between Northumberland Street and Hallam Street, carries an average combined traffic volume of 687 vehicles daily. The operating speed (the speed at which 85 percent of vehicular traffic travels at or below) averaged over a period of three days was 44 kilometres per hour, while the average speed was 43 kilometres per hour. Incidents of excessive speeding (vehicles travelling in excess of 55 kilometres per hour) represented roughly 5 percent of the average daily volume.

This section of Concord Avenue does not meet the primary criteria for the installation of speed humps. 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 the presence of a problem situation. Accordingly, the installation of speed humps on this section of street would not be recommended.

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

- (1) That approval be given to alter sections of the roadway on Concord Avenue between, Hallam Street and Northumberland 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 hump installation as adopted by the former City of Toronto Council:

“The construction of speed humps on CONCORD AVENUE, from Hallam Street to Northumberland Street, generally as shown on the attached print of Drawing No. 421F-5493, dated October 1999.”;

- (2) That the speed limit be reduced from 40 km/h to 30 km/h on Concord Avenue, from Hallam Street to Northumberland Street, 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 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 residences directly abut Concord Avenue, or whose sole access to their residences is from Concord 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 plan, as illustrated on the attached copy of Drawing No. 421F-5493, dated October 1999, would consist of eight speed humps. A speed limit reduction from the present 40 km/h to 30 km/h on Concord Avenue, concurrent with the installation of the speed humps, would be appropriate. No alterations to the parking regulations are required nor would the number of on-street parking spaces be affected.

The installation of speed humps on Concord 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:

Joe Gallippi, Senior Traffic Investigator, 392-7711

The Toronto Community Council reports, for the information of Council, having also had before it during consideration of this matter a communication (November 9, 1999) from Ms. Audrey Vince, and a copy thereof is on file in the office of the City Clerk.

Insert Map – Concord Avenue – Hallam Street – Northumberland Street