

Installation of Speed Humps - Marchmount Road between Shaw Street and Ossington Avenue (Davenport)

(City Council on December 14, 15 and 16, 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 Bills be introduced in Council to give effect thereto.

The Toronto Community Council reports, for the information of Council, that pursuant to Clause 58 of Toronto Community Council Report No. 13, headed "Speed Hump Polling Results – Marchmount Road, from Shaw Street to Ossington Avenue (Davenport)" as adopted by the Council of the City of Toronto at its meeting held on October 26 and 27, 1999, notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on November 12, 17, and 24 and December 1, 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. 13, Clause No. 58,
as adopted by City of Toronto Council at its meeting of October 26 and 27, 1999.

Enacted by Council:

CITY OF TORONTO

BY-LAW No. 924-1999

To further amend former City of Toronto By-law No. 602-89, being "By-law To authorize the construction, widening, narrowing, alteration and repair of sidewalks, pavements and curbs at various locations", respecting the alteration of Marchmount Road between Shaw Street and Ossington Avenue by the installation of speed humps.

WHEREAS notice of a proposed By-law regarding the proposed alteration was published in a daily newspaper on November 12, 17, 24 and December 1, 1999 and interested persons were given an opportunity to be heard at a public meeting held on December 2, 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)
Marchmount Road		Alteration consisting of the installation of speed humps	Shaw Street	Ossington Avenue	421F-5339, dated March 1999

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

Mayor
(Corporate Seal)

City Clerk

The Toronto Community Council also submits Clause 58 of Toronto Community Council Report No. 13, headed “Speed Hump Polling Results – Marchmount Road, from Shaw Street to Ossington Avenue (Davenport)”, as adopted by the Council of the City of Toronto at its meeting held on October 26 and 27, 1999:

(City Council on October 26 and 27, 1999, adopted this Clause, without amendment.)

The Toronto Community Council recommends that:

- (1) **approval be given to alter sections of the roadway on Marchmount Road from Shaw Street to Ossington Avenue for traffic calming purposes as described below:**

“The construction of speed humps on MARCHMOUNT ROAD from Shaw Street to Ossington Avenue, generally as shown on the attached print of Drawing No. 421F-5339, dated March 1999”;

- (2) the speed limit be reduced from 40 kilometres per hour to 30 kilometres per hour on Marchmount Road from Shaw Street to Ossington Avenue 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 may be required.

The Toronto Community Council submits the following report (October 1, 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 Marchmount Road, from Shaw Street to Ossington Avenue.

Funding Source, Financial Implications and Impact Statement:

Should a speed hump installation on Marchmount Road between Shaw Street and Ossington Avenue be approved, funds to implement the work in the estimated amount of \$4,500.00 could be accommodated within the Transportation Services Division 1999 Capital Budget.

Recommendations:

It is recommended that:

- (1) Council decide whether a speed hump plan should be approved for installation on Marchmount Road, from Shaw Street to Ossington Avenue;
- (2) Should Council authorize the speed hump plan for Marchmount Road, the following recommendations be approved:
 - i) Approval be given to alter sections of the roadway on Marchmount Road from Shaw Street to Ossington Avenue for traffic calming purposes as described below:

“The construction of speed humps on MARCHMOUNT ROAD from Shaw Street to Ossington Avenue, generally as shown on the attached print of Drawing No. 421F-5339, dated March 1999”;
 - ii) The speed limit be reduced from 40 kilometres per hour to 30 kilometres per hour on Marchmount Road from Shaw Street to Ossington Avenue coincident with the implementation of speed humps; and
 - iii) That 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 may be required.

Background:

City Council at its meeting of March 2, 3 and 4, 1999, adopted Clause No. 38 of Toronto Community Council Report No. 4 entitled, *“Installation of Speed Humps - Shaw Street from Marchmount Road to Wychcrest Avenue”*, and in doing so, authorized staff to undertake a speed hump poll of residents on Marchmount Road between Shaw Street and Ossington Avenue. Subsequently, Toronto Community Council received a Staff report dated March 12, 1999 (Clause No. 60(r) of Toronto Community Council Report No. 7) noting that this section of Marchmount Road did not satisfy the primary criteria for speed hump installation. Staff have

completed the poll of residents and are now seeking the direction of Toronto Community Council with respect to this matter.

Comments:

Marchmount Road from Shaw Street to Ossington Avenue has a pavement width of 8.6 metres, a maximum speed limit of 40 kilometres per hour, and operates two-way. The following parking regulations are in effect on this block:

North Side

- a) The permit parking system operates from 12:01 a.m. to 7:00 a.m. daily, and parking is otherwise allowed for a maximum period of three hours.

South Side

- a) Parking is prohibited at all times.

Twenty-four hour speed and volume surveys conducted on Marchmount Road between Shaw Street and Ossington Avenue recorded approximately 400 vehicles per day on this section of street. Of those vehicles recorded, approximately 11 percent exceeded the posted speed limit of 40 kilometres per hour by 10 kilometres per hour or less, while 1 percent travelled in excess of 10 kilometres per hour over the limit.

Under the current Speed Hump Policy adopted by the former Toronto City Council on August 21, 1997, there are five primary criteria to be met in order for a speed hump installation to be considered on a street. One of the criteria requires that the street under consideration have a minimum volume of 1,000 vehicles per day. As noted above, and in the previous report, Marchmount Road carries approximately 400 vehicles per day, which is considerably less than the minimum set out in the criteria and quite low even in comparison to local roads in the City. Further, the vehicle speed profile is also quite low. Accordingly, we do not feel that speed humps on this street would offer any significant benefit.

The results of the poll undertaken on Marchmount Road, from Shaw Street to Ossington Avenue showed that 23 percent of the eligible voters responded and of these, 26 (61 percent) supported speed humps and 16 (37 percent) opposed the plan. A total of 1 (2 percent) ballot was invalid. In accordance with the Speed Hump Policy, at least 60 percent of valid responses returned should support the plan in order to authorize the installation. In this regard, the criteria of having 60 percent of the valid responses in favour of speed humps has just been satisfied on Marchmount Road, from Shaw Street to Ossington Avenue.

Should Council approve speed humps on Marchmount Road, a suitable speed hump plan for this block would consist of 3 speed humps as shown on the attached print of Drawing No. 421F-5339 dated March 1999.

The changes to Marchmount Road as set out above would constitute alterations to a public highway pursuant to the provisions of the Municipal Act.

Accordingly, the intent of Council to enact a by-law to authorize any physical changes resulting in the alteration of the pavement configuration must be advertised and subsequently be subject to a public hearing. It is noted that emergency services are being advised of the proposal to ensure that the detailed design does not unduly hamper their operations.

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

Contact Name and Telephone Number

Joe Gallippi
Senior Traffic Investigator, District 1 (West)
392-7771

Insert Table/Map No. 1
Marchmount