

Consolidated Clause in Toronto Community Council Report 8, which was considered by City Council on May 9, 10 and 11, 2000.

**36****Installation of Speed Humps -  
Bristol Avenue, Salem Avenue and Westmoreland Avenue North  
Between Geary Avenue and Davenport Road  
(Davenport)**

*(City Council on May 9, 10 and 11, 2000, adopted this Clause, without amendment.)*

The Toronto Community Council recommends that:

- (1) approval be given to alter sections of the roadway on Bristol Avenue from Davenport Road to Geary 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 BRISTOL AVENUE, from Davenport Road to Geary Avenue, generally as shown on the attached print of Drawing No. 421F-5686 dated April 2000”;**

- (2) the speed limit be reduced from 40 km/h to 30 km/h on Bristol Avenue from Davenport Road to Geary Avenue, coincident with the implementation of speed humps and as legislation permits;
- (3) approval be given to alter sections of the roadway on Westmoreland Avenue North from Davenport Road to Geary 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 WESTMORELAND AVENUE NORTH, from Davenport Road to Geary Avenue, generally as shown on the attached print of Drawing No. 421F-5688 dated April 2000”;**

- (4) the speed limit be reduced from 40 km/h to 30 km/h on Westmoreland Avenue North from Davenport Road to Geary Avenue, coincident with the implementation of speed humps and as legislation permits; and
- (5) approval be given to alter sections of the roadway on Salem Avenue North from Davenport Road to Geary 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 SALEM AVENUE NORTH, from Davenport Road to Geary Avenue, generally as shown on the attached print of Drawing No. 421F-5687 dated April 2000”;**

- (6) the speed limit be reduced from 40 km/h to 30 km/h on Salem Avenue North from Davenport Road to Geary Avenue, coincident with the implementation of speed humps and as legislation permits; and**
- (7) 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 (April 17, 2000) from the Director, Transportation Services, District 1:**

Purpose:

To respond to a request to obtain authority to conduct a poll of Bristol Avenue residents for the installation of speed humps on Bristol Avenue between Davenport Road and Geary Avenue.

Financial Implications and Impact Statement:

Should a speed hump installation on Bristol Avenue from Davenport Road to Geary Avenue be approved, funds to implement the work in the estimated amount of \$7,500.00 are accommodated within the Transportation Services Division 2000 Capital Budget.

Recommendation:

It is recommended that this report be received for information.

Comments:

Transportation Services' staff have been requested to report to the Toronto Community Council to obtain the authority to conduct a poll of Bristol Avenue residents, between Davenport Road and Geary Avenue, to determine their support for the installation of speed humps.

Bristol Avenue from Davenport Road to Geary Avenue operates one-way southbound 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 November 1999 recorded an average volume of 750 vehicles per day travelling at an average speed of 34 km/h. The operating speed (the speed at which 85 percent of vehicular traffic travels at or below) was 48 km/h. Incidents of excessive speeding (vehicles travelling in excess of 55 km/h) represented roughly five percent of the average daily volume.

A check of Toronto Police Service collision records over a three year period ending February 29, 2000, revealed one reported collision on the subject section of Bristol Avenue, which was not attributed to speeding.

Bristol Avenue does not meet the primary criteria for speed hump installation as adopted by the former City of Toronto Council at its meeting of August 21, 1997 (Clause No. 28 of Report No. 10 of The City Services Committee). Specifically, the average daily volume is less than the required minimum of 1,000 vehicles per day. Further, our assessment of the secondary criteria, a technical screening mechanism used to evaluate the need for speed humps based on prevailing traffic conditions, does not indicate a serious speeding problem scoring 28 points out of 100. The incidence of excessive speeding (greater than 55 km/h) on Bristol Avenue is relatively minor when compared to many other residential streets in the City. Accordingly, the installation of speed humps or any other traffic calming device on the subject section of Bristol Avenue 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 Bristol Avenue, then the following recommendations should be adopted:

- (1) That approval be given to alter sections of the roadway on Bristol Avenue from Davenport Road to Geary 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 BRISTOL AVENUE, from Davenport Road to Geary Avenue, generally as shown on the attached print of Drawing No. 421F-5686 dated April 2000”;

- (2) That the speed limit be reduced from 40 km/h to 30 km/h on Bristol Avenue from Davenport Road to Geary Avenue, 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 residence directly abuts Bristol Avenue or whose sole access to their residence is from Bristol 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-5686 dated April 2000, consists of five speed humps. A speed limit reduction from the present 40 km/h to 30 km/h on Bristol 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 Bristol 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 project is pre-approved in accordance with Schedule A of the Class Environmental Assessment for Municipal Road Projects.

Conclusions:

Bristol Avenue from Davenport Road to Geary Avenue does not meet the primary criteria for speed hump installation. Further, the incidence of excessive speeding is relatively minor and the installation of speed humps on the subject section of Bristol Avenue would not be particularly effective and is not recommended.

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The Toronto Community Council reports, for the information of Council, having also had before it during consideration of the foregoing matter, the a petition signed by 62 persons, and a copy thereof is on file in the office of the City Clerk:

**The Toronto Community Council also submits the following report (April 17, 2000) from the Director, Transportation Services, District 1:**

Purpose:

To respond to a request to obtain authority to conduct a poll of Westmoreland Avenue North residents for the installation of speed humps on Westmoreland Avenue North between Davenport Road and Geary Avenue.

Financial Implications and Impact Statement:

Should a speed hump installation on Westmoreland Avenue North from Davenport Road to Geary Avenue be approved, funds to implement the work in the estimated amount of \$9,000.00 are accommodated within the Transportation Services Division 2000 Capital Budget.

Recommendation:

It is recommended that this report be received for information.

Comments:

Transportation Services' staff have been requested to report to the Toronto Community Council to obtain the authority to conduct a poll of Westmoreland Avenue North residents, between Davenport Road and Geary Avenue, to determine their support for the installation of speed humps.

Westmoreland Avenue North from Davenport Road to Geary Avenue operates one-way northbound 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 November 1999 recorded an average volume of 700 vehicles per day travelling at an average speed of 35 km/h. The operating speed (the speed at which 85 percent of vehicular traffic travels at or below) was 42 km/h. Incidents of excessive speeding (vehicles travelling in excess of 55 km/h) represented roughly three percent of the average daily volume.

A check of Toronto Police Service collision records over a three year period ending February 29, 2000, revealed three reported collisions on the subject section of Westmoreland Avenue North, which were not attributed to speeding.

Westmoreland Avenue North does not meet the primary criteria for speed hump installation as adopted by the former City of Toronto Council at its meeting of August 21, 1997 (Clause No. 28 of Report No. 10 of The City Services Committee). Specifically, the average daily volume is less than the required minimum of 1,000 vehicles per day. Further, our assessment of the secondary criteria, a technical screening mechanism used to evaluate the need for speed humps based on prevailing traffic conditions, does not indicate a serious speeding problem scoring 23 points out of 100. The incidence of excessive speeding (greater than 55 km/h) on Westmoreland Avenue North is relatively minor when compared to many other residential streets in the City. Accordingly, the installation of speed humps or any other traffic calming device on the subject section of Westmoreland Avenue North 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 Westmoreland Avenue North, then the following recommendations should be adopted:

- (1) That approval be given to alter sections of the roadway on Westmoreland Avenue North from Davenport Road to Geary 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 WESTMORELAND AVENUE NORTH, from Davenport Road to Geary Avenue, generally as shown on the attached print of Drawing No. 421F-5688 dated April 2000”;

- (2) That the speed limit be reduced from 40 km/h to 30 km/h on Westmoreland Avenue North from Davenport Road to Geary Avenue, 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 residence directly abuts Westmoreland Avenue North or whose sole access to their residence is from Westmoreland Avenue North. 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-5688 dated April 2000, consists of six speed humps. A speed limit reduction from the present 40 km/h to 30 km/h on Westmoreland Avenue North, 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 Westmoreland Avenue North 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 project is pre-approved in accordance with Schedule A of the Class Environmental Assessment for Municipal Road Projects.

#### Conclusions:

Westmoreland Avenue North from Davenport Road to Geary Avenue does not meet the primary criteria for speed hump installation. Further, the incidence of excessive speeding is relatively minor and the installation of speed humps on the subject section of Westmoreland Avenue North would not be particularly effective and is not recommended.

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**The Toronto Community Council also submits the following report (April 17, 2000) from the Director, Transportation Services, District 1:**

Purpose:

To respond to a request to obtain authority to conduct a poll of Salem Avenue North residents for the installation of speed humps on Salem Avenue North between Davenport Road and Geary Avenue.

Financial Implications and Impact Statement:

Should a speed hump installation on Salem Avenue North from Davenport Road to Geary Avenue be approved, funds to implement the work in the estimated amount of \$7,500.00 are accommodated within the Transportation Services Division 2000 Capital Budget.

Recommendation:

It is recommended that this report be received for information.

Comments:

Transportation Services' staff have been requested to report to the Toronto Community Council to obtain the authority to conduct a poll of Salem Avenue North residents, between Davenport Road and Geary Avenue, to determine their support for the installation of speed humps.

Salem Avenue North from Davenport Road to Geary Avenue operates one-way southbound 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 November 1999 recorded an average volume of 850 vehicles per day travelling at an average speed of 31 km/h. The operating speed (the speed at which 85 percent of vehicular traffic travels at or below) was 42 km/h. Incidents of excessive speeding (vehicles travelling in excess of 55 km/h) represented roughly one percent of the average daily volume.

A check of Toronto Police Service collision records over a three year period ending February 29, 2000, revealed two reported collisions on the subject section of Salem Avenue North, which were not attributed to speeding.

Salem Avenue North does not meet the primary criteria for speed hump installation as adopted by the former City of Toronto Council at its meeting of August 21, 1997 (Clause No. 28 of Report No. 10 of The City Services Committee). Specifically, the average daily volume is less than the required minimum of 1,000 vehicles per day. Further, our assessment of the secondary criteria, a technical screening mechanism used to evaluate the need for speed humps based on prevailing traffic conditions, does not indicate a serious speeding problem scoring 17 points out of 100. The incidence of excessive speeding (greater than 55 km/h) on Salem Avenue North is relatively minor when compared to many other residential streets in the City. Accordingly, the

installation of speed humps or any other traffic calming device on the subject section of Salem Avenue North 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 Salem Avenue North, then the following recommendations should be adopted:

- (1) That approval be given to alter sections of the roadway on Salem Avenue North from Davenport Road to Geary 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 SALEM AVENUE NORTH, from Davenport Road to Geary Avenue, generally as shown on the attached print of Drawing No. 421F-5687 dated April 2000”;

- (2) That the speed limit be reduced from 40 km/h to 30 km/h on Salem Avenue North from Davenport Road to Geary Avenue, 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 residence directly abuts Salem Avenue North or whose sole access to their residence is from Salem Avenue North. 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-5687 dated April 2000, consists of five speed humps. A speed limit reduction from the present 40 km/h to 30 km/h on Salem Avenue North, 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 Salem Avenue North 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 project is pre-approved in accordance with Schedule A of the Class Environmental Assessment for Municipal Road Projects.



Conclusions:

Salem Avenue North from Davenport Road to Geary Avenue does not meet the primary criteria for speed hump installation. Further, the incidence of excessive speeding is relatively minor and the installation of speed humps on the subject section of Salem Avenue North would not be particularly effective and is not recommended.

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