



DEFERRED CLAUSE HUMBER YORK COMMUNITY COUNCIL

Consolidated Clause from Report No. 8 of the Humber York Community Council, from its meeting held on April 2, 2002 for consideration by the Council of the City of Toronto on October 1, 2002. City Council previously had this matter at its meetings held on:

- April 16, 17 and 18, 2002
- June 18, 19 and 20, 2002

1a

Installation of Speed Humps on the Section of Northcliffe Boulevard between Rosemount Avenue and St. Clair Avenue West (Davenport, Ward 17)

(City Council on June 18, 19 and 20, 2002, deferred consideration of this Clause to the regular meeting of City Council scheduled to be held on October 1, 2002.)

(City Council on April 16, 17 and 18, 2002, deferred consideration of this Clause to the next regular meeting of City Council scheduled to be held on June 18, 2002.)

(Clause No. 21 of Report No. 5 of the Humber York Community Council,
entitled "Installation of Speed Humps on the Section of Northcliffe Boulevard
between Rosemount Avenue and St. Clair Avenue West"
(Davenport, Ward 17))

The Humber York Community Council recommends that:

- (1) a speed hump plan be approved for installation on the section of Northcliffe Boulevard between Rosemount Avenue and St. Clair Avenue West;**
- (2) a by-law be prepared and public notice given pursuant to the Municipal Act and Municipal Class Environmental Assessment Act for the alteration of sections of the roadway on Northcliffe Boulevard, between Rosemount Avenue and St. Clair Avenue West, for traffic calming purposes, described as follows:**

"The construction of speed humps on Northcliffe Boulevard between Rosemount Avenue and St. Clair Avenue West, generally as shown on the attached print of Drawing No. 42IF-6363, dated February 2002.";

- (3) **pursuant to the requirements of Schedule B of the Municipal Class Environmental Assessment Act, which has recently been enacted as Provincial legislation, notice of study commencement be given to the Ministry of Environment, Fire Services, Emergency Medical Services and Toronto Police Services, and upon approval of a By-law by Council, Notice of Completion be issued;**
- (4) **the speed limit be reduced from 40 km/h to 30 km/h on Northcliffe Boulevard between Rosemount Avenue and St. Clair Avenue West, coincident with the implementation of speed humps; and**
- (5) **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 Humber York Community Council submits the following motion (January 24, 2002) from Councillor B. Disero:

WHEREAS the Southwest Community Council, at its meeting held on June 12, 2001, considered a report (May 28, 2001) from the Director of Transportation Services, District 1, entitled "Northcliffe Boulevard between Regal Road and St. Clair Avenue West – Speed Humps Poll Results" regarding the results of a resident poll conducted to determine interest in the installation of speed humps; and

WHEREAS according to the results of the speed hump poll on Northcliffe Boulevard between Regal Road and St. Clair Avenue West, the criteria for the installation of speed humps, as set out in the Speed Hump Policy, was not satisfied on this section of Northcliffe Boulevard; and

WHEREAS the Southwest Community Council on June 12, 2001, received the report (May 28, 2001) from the Director, Transportation Services, District 1, reference Clause No. 37(j) in Report No. 6; and

WHEREAS based on a block by block basis, the residents on the block of Northcliffe Boulevard between Rosemount Avenue and St. Clair Avenue West, were in support of the installation of the speed humps;

THEREFORE BE IT RESOLVED that approval be given for the installation of speed humps on the section of Northcliffe Boulevard between Rosemount Avenue and St. Clair Avenue West.

The Humber York Community Council also submits the following report (May 28, 2001) from the Director, Transportation Services District 1:

Purpose:

To report on the results of a speed hump poll of Northcliffe Boulevard residents and to advise that conditions for the installation of speed humps on the subject section of Northcliffe Boulevard have not been satisfied.

Financial Implications and Impact Statement:

There are no financial implications as a result of the recommendations of this report.

Recommendation:

That in the light of the negative poll results, speed humps not to be installed on Northcliffe Boulevard between Regal Road and St. Clair Avenue West.

Background:

City Council, at its meetings of January 21, 30, 2001 and February 1, 2001, in adopting Clause No. 20, Item (f) of Report No. 1 of the Southwest Community Council, approved the installation of speed humps on the subject section of Northcliffe Boulevard, subject to the favourable results of polling of affected residents, pursuant to the policy adopted by the Council of the former City of Toronto, relating to speed hump installation.

Accordingly, Transportation Services undertook a poll of residents on Northcliffe Boulevard between Regal Road and St. Clair Avenue West, to determine the degree of community support for the installation of speed humps on this street.

Comments:

The former City of Toronto's Speed Hump Policy requires that a poll of adult residents (18 years of age or older) be conducted on streets being considered for speed hump installations and that at least 60 percent of the valid responses to the poll endorse the speed hump proposal.

The results of the poll undertaken on Northcliffe Boulevard from Regal Road to St. Clair Avenue West, between April 20, 2001 and May 25, 2001, showed that 52 percent of the eligible voters responded to the poll. Of these, 33 (34 percent) supported the installation of speed humps and 61 (63 percent) opposed the plan. A total of three (three percent) did not indicate a preference or were invalid.

Accordingly, the criteria for the installation of speed humps as set out in the Speed Hump Policy, have not been satisfied on the subject section of Northcliffe Boulevard. It is noted that there has been no advertising or public hearing scheduled for this proposal pursuant to the provisions of the Municipal Act as it relates to an alteration to a public highway. In light of the negative poll results, there is no need for the statutory public advertising campaign to be undertaken.

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