

## Clause No. 39

### Toronto Community Council Report No. 9

#### Draft By-law - Alteration of Balmoral Avenue and Farnham Avenue, from Avenue Road to Yonge Street - Speed Humps (Midtown)

*(City Council on June 7, 8 and 9, 2000, adopted this Clause, without amendment.)*

**The Toronto Community Council recommends that a by-law in the form of the draft by-law be enacted.**

The Toronto Community Council reports, for the information of Council, that pursuant to the Municipal Act, notice with respect to the proposed enactment of the draft by-law was advertised in a daily newspaper on May 2, May 8, May 15 and May 22, 2000, 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. 15, Clause No. 11, as adopted by Council on December 14, 15 and 16, 1999 and Toronto Community Council Report No. \_\_\_\_ Clause No. \_\_\_\_ as adopted by Council on \_\_\_\_\_, 2000.  
Enacted by Council:

CITY OF TORONTO

Bill No.

BY-LAW No.

To further amend 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", respecting the alteration of Balmoral Avenue from Avenue Road to Yonge Street and Farnham Avenue from Avenue Road to Yonge Street by the installation of speed humps.

WHEREAS notice of a proposed By-law regarding the proposed alteration was published in a daily newspaper on May 1, 8, 15 and 22, 2000 and interested persons were given an opportunity to be heard at a public meeting held on May 23, 2000 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)
Balmoral Avenue		Alteration consisting of the installation of speed humps	Avenue Road	Yonge Street	421F-5430 dated July, 1999
Farnham Avenue		Alteration consisting of the installation of speed humps	Avenue Road	Yonge Street	421F-5431 dated July, 1999

ENACTED AND PASSED this day of , A.D. 2000 .

**The Toronto Community Council also submits Clause 11, Report No. 15 of the Toronto Community Council, headed “Installation of Speed Humps – Balmoral Avenue and Farnham Avenue, between Avenue Road and Yonge Street (Midtown)”, which was adopted without amendment by City Council at its meeting on December 14, 15 and 16, 1999:**

(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 amend the existing highway alterations on the sections of roadway on Balmoral Avenue and Farnham Avenue, from Avenue Road to Yonge Street, for the purposes of traffic calming as described below, with implementation subject to the favourable results of polling of the 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 BALMORAL AVENUE and FARNHAM AVENUE, from Avenue Road to Yonge Street, generally as shown on the attached print of Drawing Nos. 421F-5430 and 5431, dated July 1999”; and**

- (2) That the appropriate City Officials be requested to take whatever action is necessary to give effect thereto including the introduction in Council of any Bills that are required.

**The Toronto Community Council submits the following report (November 22, 1999) from the Director, Transportation Services District 1:**

Purpose:

To improve the traffic calming measures currently in place on Balmoral Avenue and Farnham Avenue, between Avenue Road and Yonge Street, by introducing speed humps to replace the speed bumps currently in place, which were originally implemented in 1974.

Financial Implications and Impact Statement:

Funds to cover the cost of the installation of speed humps on the subject sections of Balmoral Avenue and Farnham Avenue in the estimated amount of \$25,000.00 will have to be provided in the Transportation Services Division 2000 Capital Budget.

Recommendations:

- (1) That approval be given to amend the existing highway alterations on the sections of roadway on Balmoral Avenue and Farnham Avenue, from Avenue Road to Yonge Street, for the purposes of traffic calming as described below:  
“The construction of speed humps on BALMORAL AVENUE and FARNHAM AVENUE, from Avenue Road to Yonge Street, generally as shown on the attached print of Drawing Nos. 421F-5430 and 5431, dated July 1999”; and
- (2) That the appropriate City Officials be requested to take whatever action is necessary to give effect thereto including the introduction in Council of any Bills that are required.

Comments:

In 1974, the former City of Toronto installed speed bumps on both sections of Balmoral Avenue and Farnham Avenue, between Yonge Street and Avenue Road, as a pilot programme, under special legislation granted by the Province of Ontario. Between 1974 and 1997 (when the Province granted permission to install speed humps on streets within the former City of Toronto), no other streets with the City had either speed bumps or speed humps installed. With the adoption of the speed hump policy by the former City of Toronto Council in August of 1997, new standards for the implementation of speed humps on City streets were adopted. The speed bumps on the above sections of Balmoral Avenue and Farnham Avenue are not consistent with these newer standards.

Midtown Councillors John Adams and Ila Bossons, as well as Transportation Services' staff, have received numerous complaints from residents of the above streets about the existing speed bump design and their concern that the existing speed bumps are placed too far apart to

sufficiently control speeding (the posted speed limit on both streets is 30 km/h). In addition, residents noted that the physical condition of the speed bumps has deteriorated over time and requests have been made to reconstruct same.

In view of the condition of the roadways, the Works and Emergency Services 1999 Capital Budget included funding for the complete reconstruction of both Balmoral Avenue and Farnham Avenue, from Avenue Road to Yonge Street. This reconstruction was scheduled to proceed; however, it was delayed to 2000 as there was some debate as to whether to reconstruct the roadways using the existing speed bump design or to implement a speed hump plan consistent with the standards contained in the 1997 speed hump policy.

Transportation Services' staff, in consultation with the local ward councillors, have determined that the reconstruction of Balmoral Avenue and Farnham Avenue provides an opportunity to improve upon the traffic calming measures currently in place by replacing the six pairs of speed *bumps* on each street with eight single speed *humps* in the case of Balmoral Avenue and nine single speed *humps* in the case of Farnham Avenue, designed in accordance with the new City standards. The locations of the existing speed bumps and the proposed location of the new speed humps are illustrated on the attached prints of Drawing Nos. 421F-5430 and 5431, dated July 1999.

The installation of the new designs will result in a decrease in the speed of vehicles between humps, decrease the level of noise pollution as the new *humps* are not as abrupt as the old design, should accommodate an increase in the on-street parking supply and will reduce the number of signs posted on the street.

This work can be done most cost effectively in conjunction with the roadway reconstruction with minimal impact on traffic operations. By approving the above recommendations, as stipulated in the speed hump policy, Transportation Services will be authorised to conduct a formal poll of adult residents (18 years and older) of the two affected streets to determine their level of support for this proposal. At least 60 percent or more of those responding should be in favour of the new proposal to authorise implementation. If the poll results are negative, then the old speed *bump* design will be reinstalled after the roadways are reconstructed.

The amended speed hump proposal described above constitutes an amendment to the highway alteration in effect since 1974, pursuant to the provisions of the Municipal Act. The intent of Council to enact a by-law to authorise any physical changes resulting in the alteration of the pavement configuration must be advertised and subsequently be subject to a public hearing. In the interim, consultations with emergency services will be undertaken to ensure that the revised detailed design does not unduly hamper their respective operations.

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

Contact:

Mike Harris, Supervisor of Traffic Engineering, District 1 (Central)

Telephone: 392-7711; Fax: 392-0816

E-mail: mharris@city.toronto.on.ca

Insert Table/Map No. 1  
Balmoral Avenue and Farnham

Insert Table/Map No. 2  
Balmoral Avenue and Farnham

**The Toronto Community Council also submits the following report (April 13, 2000) from the Director, Transportation Services, District 1:**

Purpose:

To report the results of a poll of residents regarding the replacement of the existing original style speed humps (traditionally called bumps) with the new style speed humps on Balmoral Avenue and Farnham Avenue, from Avenue Road to Yonge Street.

Financial Implications and Impact Statement:

There are no further financial implications resulting from the adoption of this report.

Recommendations :

It is recommended that:

- (1) The draft by-law to authorize the installation of the amended speed hump plan on Farnham Avenue, from Avenue Road to Yonge Street be enacted; and
- (2) Community Council consider whether to recommend the enactment of the draft by-law to authorize the installation of the amended speed humps plan on Balmoral Avenue, from Avenue Road to Yonge Street, in light of the facts raised in this report.

Background:

City Council, at its meeting of December 14, 15 and 16, 1999, adopted Clause No. 11 of Report No. 15 of the Toronto Community Council, and in doing so, approved an amendment to the existing speed hump installations on Balmoral and Farnham Avenues, from Avenue Road to Yonge Street, subject to the favourable results of polling of the affected residents, pursuant to the former City of Toronto policy relating to speed hump installation. More particularly, speed humps were installed on these streets in 1974 and were of a design that was different from the current speed humps, in that there is a more abrupt "bump" when the tires make contact, and the humps were installed in pairs. Based on extensive pre-consultations with the Ward Councillors, and as set out in the previous staff report (November 22, 1999), a negative poll result would mean the original design would be reinstated when the roadways are reconstructed this year.

Comments:

Transportation Services undertook polls during February and March, 2000, on Balmoral Avenue and Farnham Avenue, from Avenue Road to Yonge Street, to determine the degree of community support for the replacement of the existing speed "bump" design with the new design of speed humps on these streets.

The results of the poll undertaken on Farnham Avenue, from Avenue Road to Yonge Street, showed that 46 percent of the eligible voters responded to the poll of which 10 (3 percent) were

invalid. Of the valid responses, 110 (76 percent) supported speed humps and 34 (24 percent) opposed the plan. Accordingly, the new plan should be installed.

The results of the poll undertaken on Balmoral Avenue, from Avenue Road to Yonge Street, showed that 38 percent of the eligible voters responded to the poll of which 7 (1 percent) were invalid. Of the valid responses, 98 (53 percent) supported speed humps and 86 (47 percent) opposed the plan.

As council knows, under the speed hump policy adopted by the Council of the former City of Toronto, polls are to be conducted of adult residents 18 years of age and older and 60 percent of those responding should be in support. Because this is a policy and not a statutory requirement, Council can use the results as direction and is not necessarily bound by the poll should it feel there are extenuating circumstances.

The situation on Balmoral is somewhat unique. Had this been a case of traffic control not previously existing, then the poll results would not meet the policy guideline. In this instance, because there is a plan currently in place and since the majority of respondents (53 percent) did favour changing to the new scheme, consideration might be given to enacting the draft by-law. The new plan would be more effective in terms of moderating vehicle operating speeds and would be consistent with the installation on Farnham Avenue.

Contact:

Mike Harris, Supervisor of Traffic Engineering, District 1 (Central)  
Telephone: (416) 392-7711; Fax: (416) 392-0816  
E-mail: mharris@city.toronto.on.ca