

## **Traffic Calming - Cartwright Avenue, McAdam Avenue, Bentworth Avenue and Jane Osler Boulevard - North York Spadina**

*(City Council on November 23, 24 and 25, 1999, adopted this Clause, without amendment.)*

**The North York Community Council recommends the adoption of the following report (October 22, 1999) from the Director, Transportation Services, District 3, subject to the following amendments:**

**(1) Jane Osler Boulevard**

**up to two speed humps located at the discretion of the Director of Transportation Services, District 3, after consultation with the residents; and**

**a gateway narrowing at the easterly limit of Jane Osler Boulevard, approximately 16 metres west of Dufferin Street;**

**(2) Cartwright Avenue**

**up to four speed humps located at the discretion of the Director of Transportation Services, District 3, after consultation with the residents; and**

**a gateway narrowing at the easterly limit of Cartwright Avenue, approximately 16 metres west of Dufferin Street;**

**(3) McAdam Avenue**

**three speed humps located at the discretion of the Director of Transportation Services, District 3, after consultation with the residents;**

**(4) Bentworth Avenue**

**three speed humps located at the discretion of the Director of Transportation Services, District 3, after consultation with the residents;**

**(5) the installation of the two gateways, Jane Osler and Cartwright Avenues be deferred sine die at the discretion of the Director of Transportation Services, District 3, after consultation with the residents and the local Councillor(s);**

**(6) appropriate signage as required; and**

**(7) the recently established working group representing both the business and residents in the area, be requested to monitor the traffic calming measures following the implementation thereof.**

**The North York Community Council submits the following report (October 22, 1999) from the Director, Transportation Services, District 3:**

Purpose:

To install a neighbourhood traffic management plan on Cartwright Avenue, between Dufferin Street and Paul David Street, Jane Osler Boulevard, McAdam Avenue and Bentworth Avenue.

### Financial Implications and Impact Statement:

All costs associated with the implementation of the neighbourhood traffic management plan are included within the 1999 operating budget. The estimated cost of this project is \$12,000.

### Recommendations:

It is recommended that:

- (1) the traffic management plan prescribed in this report be approved for a test period of six months and that staff report back on the effectiveness of the implementation of the measures;
- (2) By-law No. 31878, of the former City of North York, be amended to install a 40 km/h speed zone on Cartwright Avenue, McAdam Avenue, Bentworth Avenue and Jane Osler Boulevard, through the traffic calmed areas; and
- (3) **Schedule IX of By-law No. 31001, of the former City of North York be amended by installing stopping prohibitions on both sides of Cartwright Avenue and Jane Osler Boulevard from the westerly limit of Dufferin Street to a point 40 metres westerly thereof.**

### Background:

As a result of concerns from the local residents, the Transportation Services Division reviewed the feasibility of a traffic management plan, which would reduce the excessive number of heavy trucks and high rate of speed of motor vehicles in the area.

### Comments:

The issue of affected truck traffic and vehicle speeds has been a long standing concern of the residents of the roadways. Numerous studies have been conducted on the residential sections of the roadways, which have confirmed the residents' concerns.

Although the residential portions of the roadways are signed as 'No Heavy Truck' routes, the wording of the current by-law with regards to this matter indicates that truck drivers making deliveries on these roadways, albeit to locations further west, are exempt thus are permitted to use the roadways. Accordingly, enforcement of this matter is neither practical nor appropriate. This issue was further confirmed by a recent letter to Councillor Howard Moscoe, from the Toronto Police Services, 32 Division, indicating that they are unable to conduct enforcement of the 'No Heavy Truck' prohibition, but will continue to monitor the roadway for excessive vehicle speeds.

It should be noted that a more suitable roadway exists three blocks to the south at Orfus Road. It is our opinion that should the truck drivers utilize Orfus Road, minimal time will be lost.

Accordingly, a traffic management plan, has been developed in association with the affected community, which is anticipated to achieve the desired effect to curtail the heavy truck traffic and

reduce vehicle speeds on the roadways.

The proposal consists of installing speed humps and gateway narrowings (decorative raised centre medians) as follows:

1. Jane Osler Boulevard

One speed hump in the vicinity of 18 Jane Osler Boulevard and a gateway narrowing at the easterly limit of Jane Osler Boulevard, approximately 16 metres west of Dufferin Street.

2. Cartwright Avenue

**Three speed humps, located in the vicinity of 19, 41 and 57 Cartwright Avenue and a gateway narrowing at the easterly limit of Cartwright Avenue, approximately 16 metres west of Dufferin Street.**

3. McAdam Avenue

Two speed humps, located in the vicinity of 24 and 42 McAdam Avenue.

4. Bentworth Avenue

Two speed humps, located in the vicinity of 18 and 42 Bentworth Avenue.

Conclusions:

This division supports the installation of the traffic calming measures prescribed above for the six month test period.

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Councillor D. Shiner, Seneca Heights, declared his interest in the foregoing matter in that his brother-in-law owns a business in the area.

*(Councillor Shiner, at the Council meeting held on November 23, 24 and 25, 1999, declared an interest in the foregoing Clause, in that his brother-in-law owns a business in the area.)*