

**(1) Speed and Volume Study and Resident Survey Results regarding Traffic Calming on Various Streets; and
(2) Traffic Calming on Atlas Avenue, Cherrywood Avenue, Northcliffe Blvd. & Westmount Ave. - Ward 28, York Eglinton**

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

The York Community Council recommends that:

- (1) in view of the number of schools located in the foregoing area and concerns for the safety of the children, that the following traffic calming measures be implemented:**
 - (a) a total of two speed humps on Atlas Avenue from St. Clair Avenue West and Dundurn Crescent and construction of tabled intersections at Atlas Avenue and Graham Gardens and Atlas Avenue and Normanna Avenue;**
 - (b) a total of four speed humps on Cherrywood Avenue from Maplewood Avenue and Vaughan Road and construction of a tabled intersection at Cherrywood Avenue and Valewood Avenue;**
 - (c) a total of four speed humps on Northcliffe Boulevard from St. Clair Avenue West and Cloverlawn Avenue; and**
 - (d) a total of four speed humps on Westmount Avenue from St. Clair Avenue West and Cloverlawn Avenue;**
- (2) the City Solicitor prepare the road alteration by-laws for the traffic calming measures described above and that authority be granted to introduce the necessary Bills in Council;**
- (3) the City Clerk provide public notice to introduce the above-noted traffic calming measures; and**
- (4) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto.**

The York Community Council reports for the information of Council, having requested the Director, Transportation Services, District 1:

- (1) to have available at the public meeting, the statistics with respect to the traffic volume and speed studies conducted; and**
- (2) to report on ways to inform parents of the City's safety concerns, particularly with regard to the children attending the several schools in the area; and on an initiative to educate the parents through the school system.**

The York Community Council submits the following report (September 27, 1999) from the Director, Transportation Services, District 1:

Purpose:

To respond to requests from Councillor Joe Mihevc for reports on the feasibility of installing traffic calming on various street sections on Atlas Avenue, Cherrywood Avenue, Northcliffe Boulevard and Westmount Avenue.

Funding Sources, Financial Implications and Impact Statement:

None required.

Recommendation:

That this report be received for information.

Background:

York Eglinton Councillor Joe Mihevc has requested that Transportation Services staff report to York Community Council on the results of volume and speed studies undertaken on various street sections of Atlas Avenue, Cherrywood Avenue, Northcliffe Boulevard and Westmount Avenue.

Comments:

The following summarizes the results of those studies for each of the individual streets:

1. Atlas Avenue between St. Clair Avenue West and Dundurn Crescent:

Atlas Avenue between St. Clair Avenue West and Dundurn Crescent operates two-way in a north/south direction, with a pavement width of 7.3 metres. The speed limit is 40 km/h.

Volume and speed studies conducted over a seven-day period in May 1999, recorded an average combined daily total of 2500 vehicles travelling at a combined average speed of 34 km/h, with 19 per cent of these vehicles travelling at speeds greater than 40 km/h. We recorded a combined daily operating speed (the speed at which 85 per cent of the vehicular traffic travels at or below) of 42 km/h over the period of the survey.

2. Cherrywood Avenue between Maplewood Avenue and Vaughan Road:

Cherrywood Avenue between Maplewood Avenue and Vaughan Road operates two-way in a north/south direction, with a pavement width of 7.3 metres. The speed limit is 40 km/h.

Volume and speed surveys conducted over a seven-day period in May 1999, recorded a combined average daily total of 530 vehicles travelling at a combined average speed of 36 km/h, with 34 per cent of these vehicles travelling at speeds greater than 40 km/h. We recorded a combined operating speed (the speed at which 85 percent of the vehicular traffic travels at or below) of 48 km/h over the period of the survey.

3. Northcliffe Boulevard between St. Clair Avenue West and Cloverlawn Avenue:

Northcliffe Boulevard between St. Clair Avenue West and Cloverlawn Avenue operates one-way northbound, with a pavement width of 7.3 metres. The legal speed limit is by-lawed and signed as 40 km/h.

Volume and speed studies conducted over a two-day period in April 1999, recorded an average daily total of 2840 vehicles travelling at an average speed of 40 km/h, with 50 per cent of these vehicles travelling at speeds greater than 40 km/h. The operating speed (the speed at which 85 percent of the vehicular traffic travels at or below) was 49 km/h over the period of the survey.

4. Westmount Avenue between St. Clair Avenue West and Cloverlawn Avenue:

Westmount Avenue between St. Clair Avenue West and Cloverlawn Avenue operates one-way southbound, with a pavement width of 7.3 metres. The legal speed limit is by-lawed and signed as 40 km/h.

Volume and speed surveys conducted over a two-day period in April 1999, recorded an average daily total of 1820 vehicles travelling at an average speed of 41 km/h, with 56 percent of the vehicles travelling at speeds greater than 40 km/h. We recorded an operating speed (the speed at which 85 per cent of the vehicular traffic travels at or below) of 51 km/h over the period of the survey.

Based on these study results staff undertook a survey of resident owners, non-resident owners and tenants on each of the individual street locations to determine the levels of support for traffic calming plans. It was concluded that traffic calming is supported if more than 50 percent of property owners responded and more than 50 percent of those responses were favourable.

The attached Appendix details the results of the residents survey for each individual street section.

Conclusions:

The survey results reveal the total number of responses received on all four streets was less than 50 percent of the total number surveyed. In view of the low response rate traffic calming is not recommended at this time on the following sections of streets:

1. Atlas Avenue between St. Clair Avenue West and Dundurn Crescent;
2. Cherrywood Avenue between Maplewood Avenue and Vaughan Road;
3. Northcliffe Boulevard between St. Clair Avenue West and Cloverlawn Avenue; and
4. Westmount Avenue between St. Clair Avenue West and Cloverlawn Avenue.

Contact:

Jacqueline White, Manager, Traffic Operations, District 1

APPENDIX 1

1. ATLAS AVENUE between St. Clair Avenue West and Dundurn Crescent

Survey Group	Total # Surveyed	Total # Responses Received	Replies Supporting Traffic Calming	Replies Not in Support of Traffic Calming
Owner	32	9	8	1
Tenant	23	1	1	0
Non-Resident Owner	7	2	2	0
Total	62	12 (19%)	11(92%)	1 (8%)

* In Total # of Replies Supporting Traffic Calming

- 7 - support tabled intersection and speed humps
- 1 - support only speed humps

2. CHERRYWOOD AVENUE between Vaughan Road and Maplewood Avenue

Survey Group	Total Surveyed #	Total # Responses Received	Supporting Traffic Calming	Replies Not in Support of Traffic Calming
Owner	57	26	19	7
Tenant	5	1	1	0
Non-Resident Owner	4	1	0	1
Total	66	28(42%)	20(71%)	8(29%)

* In Total # of Replies Supporting Traffic Calming

- 16 - support tabled intersection and speed humps
- 2 - support only speed humps
- 1 - supports only tabled intersection

3. NORTHCLIFFE BOULEVARD between St. Clair Avenue West and Cloverlawn Avenue

Survey Group	Total Surveyed #	Total # Responses Received	Replies Supporting Traffic Calming	Replies Not in Support of Traffic Calming
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Owner	60	18	13	5
Tenant	35	4	4	0
Non-Resident Owner	13	1	1	0
Total	108	23 (21%)	18(78%)	5 (22%)

4. WESTMOUNT AVENUE between St. Clair Avenue West and Cloverlawn Avenue

Survey Group	Total Surveyed #	Total # Responses Received	Replies Supporting Traffic Calming	Replies Not in Support of Traffic Calming
Owner	69	23	20	3
Tenant	36	4	4	0
Non-Resident Owner	14	1	0	1
Total	119	28 (24%)	24 (86%)	4 (14%)

