

## **Pearldale Avenue – Traffic Calming**

<b>Date:</b>	August 16, 2007
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 7 – York West
<b>Reference Number:</b>	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070134-to – AFS5770

### **SUMMARY**

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to outline the findings of a poll conducted to determine the need to install speed humps on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive. The poll results did not meet the 50% plus one response rate required under the Traffic Calming Policy to permit the installation of speed humps on Pearldale Avenue between Duncanwoods Drive and Hasbrooke Drive

However, a staff assessment has shown that positive poll results are achieved for the installation of speed humps on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive when the opinions of the residents with driveway access onto the section of Pearldale Drive between Duncanwoods Drive and Hasbrooke Drive is only considered. This response rate (64%) does not include the residents of the apartment on the west side of the road which has driveway access south of the proposed speed humps.

### **RECOMMENDATIONS**

#### **Transportation Services recommends that:**

1. Despite the poll results not meeting the 50% plus one response rate required under the Traffic Calming Policy, the City Solicitor prepare a by-law to alter sections of the roadway on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive, for traffic calming purposes, generally as shown on the attached print Drawing No. SH-1111, dated April 26, 2006 and circulated to residents through the polling process;

2. Approve a 30 km/h speed limit on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive when the speed humps are installed.

**Financial Impact**

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Capital Budget	\$12,000.00

**ISSUE BACKGROUND**

As a result of a petition from residents of Pearldale Avenue, submitted to Councillor Giorgio Mammoliti, Ward 7, York West, Transportation Services Division staff investigated the feasibility of installing traffic calming (speed humps) on Pearldale Avenue. At the meeting of Etobicoke York Community Council in July 2006, as the traffic calming warrant criteria were achieved, staff recommended that a poll be conducted of eligible residents/property owners on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive, in accordance with the traffic calming policy, to determine if residents/property owners of the roadway support the installation of speed humps. A map of the area is Attachment No. 1.

**COMMENTS**

Pearldale Avenue is classified as a local road located to the north of Finch Avenue and to the east of Islington Avenue. The speed limit is 40 km/h and sidewalks exist on both sides of the road. Humber Summit Middle School is located on the southwest corner of Duncanwoods Drive and Pearldale Avenue. On the west side of Pearldale Avenue, in addition to the school are two high density apartment buildings. On the east side of the street between Duncanwoods Drive and Hasbrooke Drive are residential homes, and between Hasbrooke Drive and Finch Avenue is a shopping plaza. An all-way stop exists on the corner of Duncanwoods Drive and Pearldale Avenue, and traffic control signals exist at Finch Avenue and Pearldale Avenue.

The City's Traffic Calming Policy stipulates that a minimum of 50% plus one of affected households/properties respond, and that 60% of valid responses support the proposal in order to implement the plan.

A total of 112 ballots were originally distributed with 17 ballots returned to this Division, a response rate of 15 %. All of the responses received support installing traffic calming measures; however, the poll did not meet the required 50% response rate specified by the Traffic Calming Policy. The Traffic Calming Policy further states that in the event of an unsuccessful poll, a two year moratorium would be in effect prohibiting another poll regarding traffic calming at the same location.

Staff reviewed the results and found that, excluding the apartment units, there were 14 single-family dwellings polled. Nine responded to the ballot and 100% of respondents support the installing speed humps on this section of Pearldale Avenue.

Although the apartment building is on the section of Pearldale Avenue where the speed humps are proposed, the apartment driveway is south of this location. Residents entering and exiting the building can do so without encountering speed humps.

While the poll does not technically satisfy the Traffic Calming Policy specifically, with respect to polling response rate, we emphasize that the poll included the existing apartment building at 50 Pearldale Avenue that has an existing driveway aligned opposite Hasbrooke Drive. This driveway allows residents to divert from Pearldale Avenue should they wish to avoid the speed humps proposed on Pearldale Avenue, north of Hasbrooke Drive. This probably explains why apartment residents do not appear to consider this a salient issue and did not respond to our poll.

Based on the foregoing the installation of speed humps on Pearldale Avenue, between Duncanwoods Drive and Hasbrooke Drive, as outlined in this report on the subject roadways, is recommended. In addition, a 30 km/h speed limit will be installed in the area between Duncanwoods Drive and Hasbrooke Drive where the speed humps will exist. This does not amend the area or number of speed humps proposed.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

Attachment No. 1: Map