



**STAFF REPORT
ACTION REQUIRED**

Additional Speed Bump in Public Lane Extending North of Jersey Avenue and West to Grace Street.

Date:	June 11, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 19
Reference Number:	Ts07140te.top.doc

SUMMARY

This staff report is about a matter which the Community Council has delegated authority from City Council to make a final decision. Transportation Services has assessed the feasibility, and is recommending the installation of an additional speed bump in the public lane extending north of Jersey Avenue and west to Grace Street.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. approve the installation of an additional speed bump in the public lane extending north of Jersey Avenue and west to Grace Street, of the type and design noted and at the location shown on Drawing No. 421F-8867 dated June 2007.

Financial Impact

Type of funding	Source of funds	Amount
Available within Capital Budget	Transportation Services Division Traffic Calming Account No. CTP-807-06	\$600.00

ISSUE BACKGROUND

The former City of Toronto Council, at its meeting held on February 12, 1996, adopted Clause No. 8 of City Services Committee Report No. 2, which recommended that speed bumps be installed in the L-shaped laneway extending north from Jersey Avenue and west to Grace Street. By-law No. 107-1996 was enacted in connection with this Clause. Deputy Mayor Joe Pantalone, on behalf of a constituent who resides on Nancy Pocock Place, recently requested Transportation Services staff to review the feasibility of installing an additional speed bump in this public lane, just north of Nancy Pocock Place.

COMMENTS

When speed bumps were originally installed in the public lane that extends north from Jersey Avenue and west to Grace Street, Nancy Pocock Place (a private street) did not exist. This street runs between the public lane and Clinton Street in an east/west direction fronting which are a number of townhouse units. The last unit faces Nancy Pocock Place and flanks the public lane. The resident of this last unit has complained that motorists travelling west on Nancy Pocock Place turn onto the public lane and accelerate in a northerly direction for a distance of approximately 16 metres before encountering the first speed bump. Had Nancy Pocock Place been present when the speed bump plan was developed in 1996, staff would have introduced an additional speed bump in the public lane north of Nancy Pocock Place.

The location of the proposed additional speed bump is shown on the attached Drawing No. 421F-8867 dated June, 2007.

CONTACT

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SIGNATURE

Andrew Koropeski, P. Eng
Director, Transportation Services
Toronto and East York District

ATTACHMENT

Drawing No. 421F-8867 dated June 2007

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