



**STAFF REPORT
ACTION REQUIRED**

Earlscourt Avenue, between Ascot Avenue and St. Clair Avenue West - Installation of Speed Humps - Amendment to the Existing Plan

Date:	September 3, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 17 – Davenport
Reference Number:	P:\2009\Cluster B\TRA\EtobicokeYork\eycc090127-tp

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 amend the existing by-law authorizing the installation of speed humps on Earlscourt Avenue to accommodate two additional speed humps.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Two additional speed humps be installed on Earlscourt Avenue between Ascot Avenue and St. Clair Avenue West; and
2. By-law # 602-89 and Drawing “No.421F-5079, July 1997” be amended to include the installation of two additional speed humps as shown in drawing “No. EY09-125, September 2009.”

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$6000.00

ISSUE BACKGROUND

City Council, at its meeting of July 14, 1997, adopted Clause No 28 of Report No. 9 of the City Services Committee recommending “Traffic Calming, Bicycle Lanes and Roadway Alteration Initiatives – Compressed Reporting Timetable (All Wards)” without amendment which led to the authorization to install speed humps on Earls court Avenue. A minor design refinement has recently been requested by area residents and can be accommodated in the plan. A map of the area is Attachment 1.

COMMENTS

Since the original design and poll of residents of Earls court Avenue was completed, Transportation Services staff has been contacted by Councillor Cesar Palacio, on behalf of area residents, with a view to further enhance safety on Earls court Avenue, between Ascot Avenue and St. Clair Avenue West. In examining the requests, it has been determined that the installation of two additional speed humps is feasible and would be more consistent with the speed hump spacing on the adjacent streets. In order to accommodate this change, the by-law contained in the Clause should incorporate Drawing No. EY09-125, dated September 2009, (Attachment No. 1), as set out in the Recommendation above.

In our view, the proposed refinement to the speed hump plan will serve the same purpose as the original, and, as a result, this represents an amendment that does not alter the intent or function of the plan.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map