



STAFF REPORT ACTION REQUIRED

Speed Bumps in Public Lane System Bounded by Queen Street East, Woodbine Avenue, Lake Shore Boulevard East and Northern Dancer Boulevard

Date:	June 1, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches-East York, Ward 32
Reference Number:	Ts09113te.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 installed speed bumps in the public lane system bounded by Queen Street East, Woodbine Avenue, Lake Shore Boulevard East and Northern Dancer Boulevard in 2004 in connection with the Greenwood Racetrack redevelopment. Approval of the recommendation in this report will allow for the enactment of a By-law to formalize the presence of these previously-installed speed bumps and will authorize the installation of one additional speed bump in the north-south public laneway between Boardwalk Drive and Woodbine Avenue.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Approve the installation of speed bumps in the public lane system bounded by Queen Street East, Woodbine Avenue, Lake Shore Boulevard East and Northern Dancer Boulevard, of the type and design noted and at the locations shown on Drawing Nos. 421F-7327, 421F-7328 and 421F-9693 dated June 2009.

Financial Impact

Funds in the amount of \$560.00 for the installation of one additional speed bump in the north-south lane between Boardwalk Drive and Woodbine Avenue are available in the Transportation Services Division Traffic Calming Capital Account No. CTP-809-06. The cost of installing the speed bumps previously installed in the rest of the public laneway system bounded by Queen Street East, Woodbine Avenue, Lake Shore Boulevard West and Northern Dancer Boulevard was incurred in previous years.

ISSUE BACKGROUND

In 2003 Metrus Developments Inc. installed concrete speed bumps in the subject lane system as per the site plan agreement for the redevelopment of the Greenwood Racetrack. In 2004 these speed bumps were replaced with pre-fabricated bumps and relocated to meet City specifications. However, a by-law was never introduced to recognize the existence of these speed bumps.

COMMENTS

Enactment of a by-law is required in order to formalize the speed bumps which were installed in previous years in the public lane system bounded by Queen Street East, Woodbine Avenue, Lake Shore Boulevard East and Northern Dancer Boulevard. The locations of the speed bumps are shown on the attached Drawing Nos. 421F-7327, 421F-7328 and 421F-9693 dated June, 2009.

Also, until recently the northern-most 50 metre segment of the north-south public lane between Boardwalk Drive and Woodbine Avenue was not fully constructed so speed bumps were not installed. Construction is now complete and a resident has requested that a speed bump be installed on this section of the laneway. Guidelines approved by City Council established the eligibility criteria for the installation of speed bumps in public lanes based on traffic volume (minimum of 100 vehicles per day), vehicular speed (average 20 km/h or greater) and pedestrian usage. One or more of these three criteria must be met to warrant the installation of speed bumps. A speed and volume study previously conducted by Transportation Services showed that this laneway met the installation criteria for speed bumps with respect to traffic volume (141 vehicles in 24 hours), vehicular speeds (85th percentile speeds of 23 kilometres per hour) and pedestrian activity.

Councillor Bussin has been consulted and has no objection to the installation of one additional speed bump in this section of laneway. The location of the proposed additional speed bump is shown on the attached Drawing No. 421F-9693 dated June, 2009.

CONTACT

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SIGNATURE

Peter Noehammer, P. Eng
Director, Transportation Services
Toronto and East York District

ATTACHMENT

Drawing Nos. 421F-7327; 421F-7328 and 421F-9693 dated June 2009.

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