



## STAFF REPORT ACTION REQUIRED

### Traffic Calming - Glenmount Park Road

<b>Date:</b>	August 18, 2009
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Beaches – East York, Ward 32
<b>Reference Number:</b>	Ts09123te.top.doc

### SUMMARY

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

Transportation Services staff have reviewed whether traffic calming is warranted on Glenmount Park Road, between Gerrard Street East and Corley Avenue. Our assessment indicates the criteria as set out in the traffic calming policy has been satisfied and residents should be polled to determine whether there is support to install four speed humps on Glenmount Park Road.

### RECOMMENDATIONS

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**Transportation Services recommends that Toronto and East York Community Council approve:**

1. Transportation Services poll eligible householders on Glenmount Park Road, between Gerrard Street East and Corley Avenue, to determine whether residents support the installation of four speed humps, in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll:
  - (a) the City Solicitor prepare a by-law to alter sections of the roadway on Glenmount Park Road, between Gerrard Street East and Corley Avenue, for traffic calming purposes, generally as shown on Drawing No. 421F-9748, dated August 2009; and
  - (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on

Glenmount Park Road, between Gerrard Street East and Corley Avenue, when the speed humps are installed.

### **Financial Impact**

Adoption of the above-noted recommendations will result in the following financial impact:

1. the estimated cost for installing four speed humps on Glenmount Park Road would be \$12,000.00. Funds have been allocated in the Transportation Services 2009 Capital Budget for traffic-calming initiatives. Installing speed humps on Glenmount Park Road is subject to competing priorities and funding availability.

### **ISSUE BACKGROUND**

At the request of Councillor Sandra Bussin, Transportation Services staff reviewed the need for traffic calming on Glenmount Park Road, between Gerrard Street East and Corley Avenue.

### **COMMENTS**

#### **Road Characteristics**

Glenmount Park Road, between Gerrard Street East and Corley Avenue, is a local street operating one-way northbound with a posted speed limit of 40 km/h and a pavement width of 8.5 metres. There is no TTC service on Glenmount Park Road.

#### **Analysis**

#### **Traffic Calming**

We have assessed Glenmount Park Road, between Gerrard Street East and Corley Avenue, against the City of Toronto's Traffic Calming Policy. Based on our assessment, Glenmount Park Road satisfies the criteria as set out in the policy for the installation of traffic calming devices. The attached technical summary, entitled Appendix "A" – Table 1: Traffic Calming Warrant Criteria, outlines the results of our assessment.

Our review of the Toronto Police Service collision records for the three-year period ending March 31, 2009 revealed that two collisions were reported on Glenmount Park Road, between Gerrard Street East and Corley Avenue. Neither collision involved a speeding motorist or a pedestrian.

#### **Conduct poll**

The City of Toronto Traffic Calming Policy requires householders who would be directly affected by installation of speed humps on Glenmount Park Road to be formally polled. A minimum response of 50 percent plus one ballot is required. At least 60 percent of the responding households must be in favour of installing speed humps to proceed with the installation.

Subject to Toronto and East York Community Council approving the above recommendations, Transportation Services will circulate the attached speed hump plan (Drawing No. 421F-9748) with the poll to householders on Glenmount Park Road. If the poll results support speed humps, Transportation Services staff would schedule installation based on relative need and competing priorities.

### **Relative Priority and Other Impacts**

Relative need and the priority of speed hump installation is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Glenmount Park Road scored 15 points out of a possible 100.

No alterations to parking regulations are required. The number of parking spaces will not be affected, and the impacts on winter services, street cleaning and garbage collection should be minimal.

Speed humps would result in slower operating speeds for all vehicles, including emergency service vehicles, and could result in increased response times in the event of an emergency.

### **Emergency Services Comments**

We have consulted with emergency services (Police, Fire and Emergency Medical Services) as required in order to ensure the design and layout of a traffic-calming proposal does not unduly affect their operations. Toronto Fire Services has provided a letter dated January 19, 2009 outlining their concerns. This letter is included in this report as Appendix "B".

### **CONTACT**

Shawn Dartsch, Transportation Technologist  
Traffic Operations, Toronto and East York District  
Telephone: 416-338-5398; Fax: 416-392-1920; e-mail: sdartsch@toronto.ca

### **SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

### **LIST OF ATTACHMENTS**

- (1) Drawing No. 421F-9748, dated August 2009
- (2) Appendix "A" - Table 1: Traffic Calming Warrant Criteria
- (3) Appendix "B" - Letter from Toronto Fire Services dated January 19, 2009

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