



**STAFF REPORT
ACTION REQUIRED**

Traffic Calming – Burgess Avenue, between Golfview Avenue and Glenmount Park Road

Date:	December 10, 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:	Ts09191te.top.doc

SUMMARY

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

Transportation Services staff have reviewed the need for traffic calming on Burgess Avenue, between Golfview Avenue and Glenmount Park Road. Our assessment indicates the criteria as set out in the Traffic Calming Policy has not been satisfied. Therefore, speed humps should not be installed on Burgess Avenue at this time.

RECOMMENDATIONS

Transportation Services recommends to Toronto and East York Community Council that:

1. Traffic calming not be installed on Burgess Avenue, between Golfview Avenue and Glenmount Park Road.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, Toronto and East York Community Council decides speed humps on Burgess Avenue, between Golfview Avenue and Glenmount Park Road, would be beneficial, the following financial impact will result:

1. The estimated cost for installing three speed humps would be \$9,000.00. Funds in the amount of \$500,000.00 have been requested in the Transportation Services 2010 Capital Budget for traffic calming initiatives. Installing speed humps on Burgess Avenue would be 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 Burgess Avenue, between Golfview Avenue and Glenmount Park Road.

COMMENTS

Burgess Avenue is a 7.3-metres wide, local two-way roadway that runs east from Woodbine Avenue to Glenmount Park Road, just south of Gerrard Street East. Golfview Avenue is situated almost midway between Woodbine Avenue and Glenmount Park Road. There are existing speed humps on Burgess Avenue, between Woodbine Avenue and Golfview Avenue. Burgess Avenue is stop-controlled at both ends and at all intersections between. The speed limit on Burgess Avenue is 30 km/h in the section between Woodbine Avenue and Golfview Avenue where speed humps exist and 40 km/h in the section between Golfview Avenue and Glenmount Park Road. There is no TTC service on Burgess Avenue.

Analysis

Traffic Calming

Vehicle speeds and traffic volume are the prime criteria for installing traffic calming devices and other factors, including road width, pedestrian facilities and gradient are also considered in the assessment.

Burgess Avenue, between Golfview Avenue and Glenmount Park Road, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 35 km/h is below the minimum of 10 km/h over the posted speed limit that the traffic-calming policy requires and the daily volume of 979 vehicles per day is less than the required minimum 1000 vehicles per day. Also, the 70 metre distance between traffic control is less than the required 120 metres. Therefore, installing speed humps on Burgess Avenue, between Golfview Avenue and Glenmount Park Road, is not technically justified.

A review of Toronto Police Service collision records for the three-year period ending July 31, 2009 revealed that no collisions were reported on Burgess Avenue, between Golfview Avenue and Glenmount Park Road.

Appendix A outlines the assessment of the technical criteria in more detail.

Alternate recommendations

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Burgess Avenue, between Golfview Avenue and Glenmount Park Road, would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Bussin to develop a speed hump plan.

2. Polling Registry Services poll eligible householders on Burgess Avenue, between Golfview Avenue and Glenmount Park Road, to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy.
3. Subject to favourable results of the poll:
 - (a) the City Solicitor prepare a by-law to alter sections of the roadway on Burgess Avenue, between Golfview Avenue and Glenmount Park Road, for traffic calming purposes, generally as the speed hump plan that Transportation Services circulated to residents during the polling process shows; and
 - (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Burgess Avenue, between Golfview Avenue and Glenmount Park Road, when the speed humps are installed.

Conduct poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on this section of Burgess Avenue must be formally polled. A minimum response of 50 percent plus one ballot is established, of which at least 60 percent of the respondents must be in favour of installing speed humps in order to proceed with the installation. Accordingly, subject to approval by Toronto and East York Community Council of the alternate recommendations outlined above, Polling Registry Services would poll eligible residents on this section of Burgess Avenue. If the poll supports speed humps on Burgess Avenue, 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. Burgess Avenue scored 15 points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected, and the effects 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

Consultation with emergency services (Police, Fire and Emergency Medical Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. This has yet to be undertaken.

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-9850, dated November 2009
- (2) Appendix "A" - Table 1: Traffic Calming Warrant Criteria

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