

COMMITTEE OF THE WHOLE – JUNE 3, 2002

BELVIEW AVENUE – ADDITIONAL SPEED HUMP

Recommendation

The Commissioner, Development Services recommends:

1. That a speed hump be installed at the property line between #82/#86 and #83/#87 Belview Avenue as per the original traffic calming plan presented to the neighbourhood in 1997; and
2. That funds in the amount of \$12,000 for the construction of the speed hump be drawn from the 2001 Capital Budget.

Purpose

To report on the implementation of a speed hump on Belview Avenue between Ansley Grove Road and Leyton Road/Carmen Crescent which was part of a traffic management plan endorsed at a community meeting in 1997.

Background - Analysis and Options

At its meeting of March 17, 1997, Council approved the establishment of a Neighbourhood Traffic Committee for Belview Avenue, Chancellor Drive and Fiori Drive. A committee was established, and a plan was presented to and endorsed by the neighbourhood that included traffic calming measures on all three streets. Although the community endorsed the entire plan, members of the Traffic Committee and area residents were concerned that the cost to implement all of the proposed traffic calming would be considered excessive and may not be approved. Accordingly, the plan presented to Council by the traffic committee included only Phase I of the Plan on Belview Avenue between Chancellor Drive and Leyton Road/Carmen Crescent. At its meeting on March 30, 1998, Council approved the Plan. Four speed humps and three intersection medians were constructed in this phase in 1999 as shown on Attachment No. 1.

Phase 2 of the Plan included several speed humps on Chancellor Drive, Fiori Drive and Belview Avenue west of Leyton Road. It was the intention of the Traffic Committee to monitor the impact of the Phase I speed humps before finalizing the Phase 2 Plan for presentation to Council at a future date, however, neither the Traffic Committee nor the area residents have pursued the Phase 2 Plan. Since nearly three years has passed since the construction of the Phase I speed humps it is not expected that the Phase 2 Plan will be pursued by the area residents. The speed hump recommended in this report is just one of the Phase 2 traffic measures.

On January 23, 2000, a vehicle collision occurred in front of #82 Belview Avenue, west of this phase between Ansley Grove Road and Leyton Road/Carmen Crescent. At that time, Council directed staff to review the collision history in the area. Staff did so and determined that a collision had also occurred in front of #80 Belview Avenue in 1996.

At its meeting of May 23, 2000, Council approved a recommendation by Committee of the Whole that the matter of a solution to the collisions be deferred to allow for consultation with the area residents, the local councillor and local ratepayer associations. Upon consultation with the local councillor it was decided to propose constructing an additional speed hump on Belview Avenue between Ansley Grove Road and Leyton Road/Carmen Crescent as had originally been endorsed on this portion of Belview Avenue through the original traffic calming plan presented to the neighbourhood.

Staff determined that the most suitable location for the speed hump is at the property line between #82/#86 and #83/#87 Belview Avenue. Notices were hand delivered to the 54 residences on Belview Avenue between Ansley Grove Road and Leyton Road/Carmen Crescent during the week of February 25, 2002, advising them of the proposed speed hump. The notice requested residents to forward any concerns with the speed hump to the City by March 28, 2002.

Staff received two responses to the notice from residents who live between Leyton Road and the proposed speed hump. One response was in favour of the proposed speed hump, and one was not in favour. Since no responses were received from the 52 other residences on this portion of Belview Avenue, it has been assumed these residents have no related concerns. Accordingly, it is recommended that the additional speed hump be constructed.

In discussing the possible solutions to the residents' concern about the vehicle collisions at 82 Belview Avenue it was suggested that bollards be installed behind the curb. It is not recommended that any bollards or other decorative features be installed with the speed hump.

Conclusion

It is recommended that a speed hump be installed at the property line between #82/#86 and #83/#87 Belview Avenue. The estimated cost of \$12,000 includes taxes, contingency allowance and associated traffic signs and pavement markings.

Attachments

1. Location Map

Report prepared by

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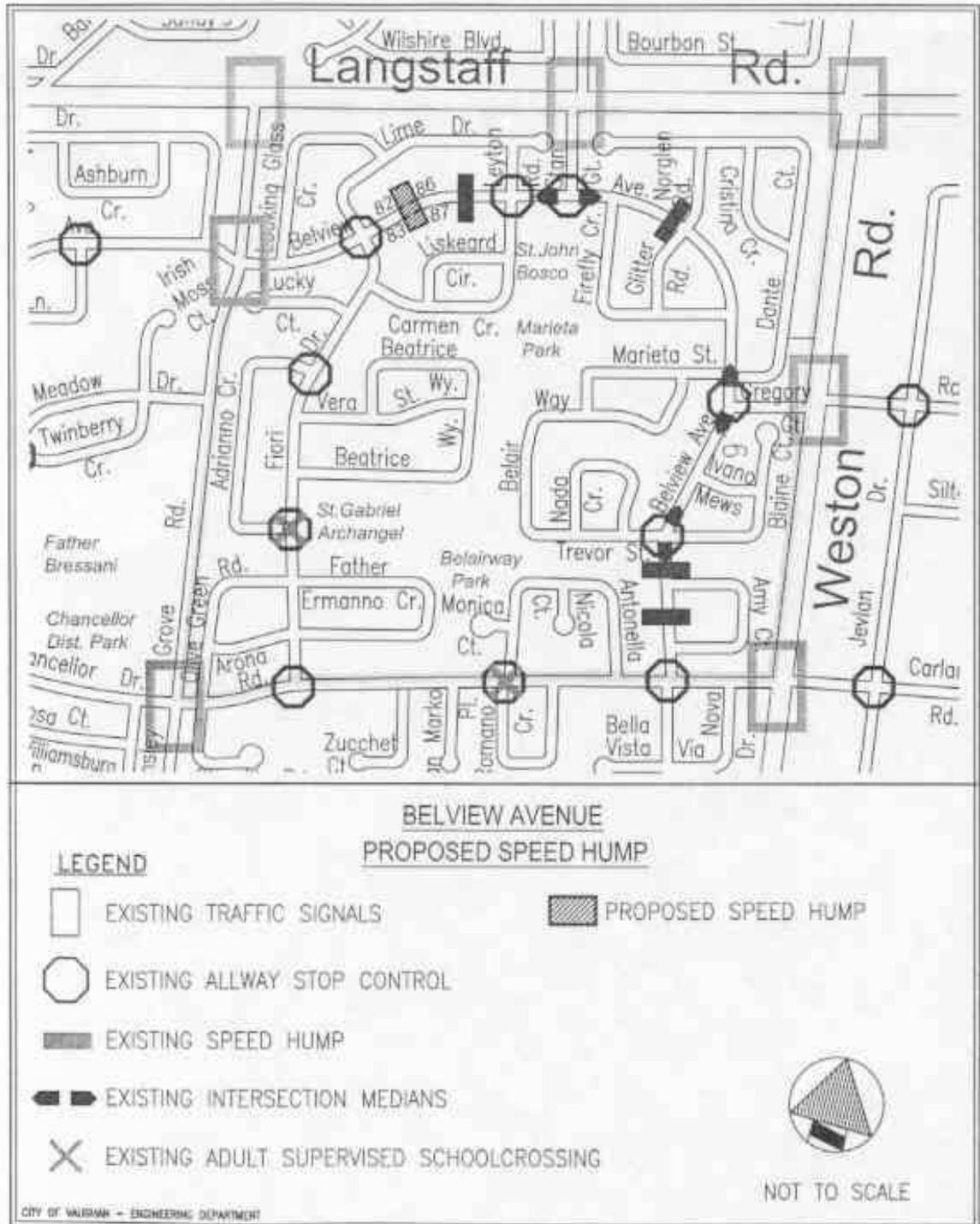
Respectfully submitted,

FRANK MIELE
Commissioner, Development Services

MD/mr

Bill Robinson, P. Eng.
Executive Director of City Engineering
and Public Works

ATTACHMENT No. 1



Drawing Name: R:\ENCOURT\TRANSPORT\Belview Avenue Speed Hump.dwg