



**STAFF REPORT
ACTION REQUIRED**

**Columbine Avenue, between Kingston Road and
Woodbine Avenue – Traffic-Calming**

Date:	September 13, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches – East York, Ward 32
Reference Number:	Ts07197te.top.doc

SUMMARY

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision. Transportation Services staff have investigated installing traffic-calming to address residents’ concerns with the speed of traffic on Columbine Avenue, between Kingston Road and Woodbine Avenue.

Our assessment indicates the speeds on the street are already below a level which would benefit from traffic calming. Therefore, speed humps should not be installed on Columbine Avenue at this time.

RECOMMENDATIONS

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

1. traffic-calming not be installed on Columbine Avenue, between Kingston Road and Woodbine Avenue.

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 Columbine Avenue would be beneficial, the following financial impact will result:

1. the estimated cost for installing three speed humps and removing the east/west stop controls would be \$9,200.00. Funds in the amount of \$695,000.00 have been allocated in Transportation Services 2007 Capital Budget for traffic-calming

initiatives. Installing speed humps on Columbine Avenue would be subject to competing priorities and funding availability.

ISSUE BACKGROUND

At the request of Councillor Sandra Bussin, Transportation Services staff studied Columbine Avenue to determine whether traffic-calming devices would address concerns with current traffic operations.

COMMENTS

Columbine Avenue, between Kingston Road and Woodbine Avenue, is a local street operating two-way (east/west) with a posted speed limit of 40 km/h and a pavement width of 8.5 metres. It has sidewalks on both sides of the roadway and the road grade is less than 8 percent. There is no TTC service on this street.

Toronto Police Service collision records indicate no collisions were reported on Columbine Avenue, between Kingston Road and Woodbine Avenue for the three-year period ending February 1, 2007.

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.

Columbine Avenue, between Kingston Road and Woodbine Avenue, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 38 km/h is not only below the minimum of 10 km/h over the warranted speed limit that the traffic-calming policy requires but is less than the posted speed limit of 40 km/h. Also, the average daily volume of 750 vehicles per day is less than the required minimum of 1,000 vehicles per day.

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 Columbine Avenue, between Kingston Road and Woodbine Avenue would be beneficial, it may approve the following:

1. Transportation Services poll eligible voters on Columbine Avenue, between Kingston Road and Woodbine Avenue, to determine whether residents support the installation, in accordance with the City of Toronto Traffic Calming Policy; and
2. subject to favourable results of the poll;
 - (a) The City Solicitor prepare a by-law to alter sections of the roadway on Columbine Avenue, between Kingston Road and Woodbine Avenue, for

traffic-calming purposes, generally as shown on the attached copy of Drawing No. 421F-9042;

- (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Columbine Avenue, between Kingston Road and Woodbine Avenue, when the speed humps are installed; and
- (c) Transportation Services take the necessary actions to remove the eastbound and westbound “Stop” signs from Columbine Avenue at Rainsford Road when speed humps are installed and proper notification to motorists has been achieved.

Conduct poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on this section of Columbine 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, Transportation Services would poll eligible voters on this section of Columbine Avenue. If the poll supports speed humps on Columbine 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. Columbine Avenue scored 8 points out of a possible 100.

While reviewing an overall traffic-calming plan for Columbine Avenue it was determined that, the east/west “Stop” signs at the intersection of Columbine Avenue and Rainsford Road were not required for right-of way control and were possibly installed, in the past, as a form of speed control. Therefore, should Toronto and East York Community Council approve traffic-calming on Columbine Avenue, the east/west “Stop” signs at Rainsford Road should be removed in order to provide more consistent traffic flow as well as reduce pollution from noise and emissions associated with stop intersections.

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. We have consulted with emergency services and Toronto Fire Services has written a letter dated May 29, 2007 outlining their concerns regarding the installation of speed humps on Columbine Avenue, which is included in this report as Appendix “B”.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services

ATTACHMENTS

Drawing No. 421F-9042, dated August 2007
Appendix “A” – Table 1: Traffic-calming Warrant Criteria
Appendix “B” – Letter from Toronto Fire Service dated May 29, 2007

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