

## **Traffic Calming: Cortleigh Boulevard**

<b>Date:</b>	August 11, 2008
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Transportation Services Division, North York District
<b>Wards:</b>	<b>Ward 16 Eglinton-Lawrence</b>
<b>Reference Number:</b>	p:\2008\ClusterB\TRA\NorthYork\ny08089

### **SUMMARY**

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This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

The purpose of this staff report is to report the results of a traffic calming poll that was undertaken by City Clerk's office and to advise whether additional traffic calming is warranted based on vehicle operating speeds.

The results of a traffic calming poll regarding Cortleigh Boulevard between Bathurst Street and Alexandra Wood, indicate that the minimum required response rate was not achieved. In addition, our review indicates that traffic calming is not warranted, given the results of the recent speed studies. As such, this division does not support the installation of traffic calming measures (one speed hump) on Cortleigh Boulevard, from Bathurst Street to Alexandra Wood.

### **RECOMMENDATIONS**

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Transportation Services Division, North York District recommends that:

1. speed humps not be installed on Cortleigh Boulevard, from Bathurst Street to Alexandra Wood

## **FINANCIAL IMPACT**

There is no financial impact associated with the adoption of this report.

## **ISSUE BACKGROUND**

North York Community Council, at its meeting of October 2, 2007, adopted Item NY9.13. In adopting this item, the City Clerk's office and Transportation Services Division, North York District were requested to:

- conduct a poll of eligible residents of Cortleigh Boulevard between Bathurst Street and Alexandra Wood for the installation of one speed hump, in accordance with the City of Toronto Traffic Calming Policy;
- submit a report to North York Community Council, on whether the warrants have been met; and
- request the City Clerk convey the results of the survey to the respondents

## **COMMENTS**

Cortleigh Boulevard is a two-lane local road with a regulatory maximum speed limit of 40 km/h. There are no municipal sidewalks on this section of roadway. It should be noted that Cortleigh Boulevard is an unimproved roadway with the exception of the most westerly portion from Bathurst Street to the east lot line of 378 Cortleigh Boulevard. Cortleigh Parkette is located on the south side of the roadway between 371 and 395 Cortleigh Boulevard.

The City Clerk has advised the residents that Toronto City Council endorsed the installation of one speed hump on Cortleigh Boulevard, subject to a favourable poll. The City's Traffic Calming Policy stipulates that a formal poll of affected households be conducted, that a minimum of 50% plus one of affected households respond, and that 60% of valid responses support the proposal in order to implement the plan.

To satisfy the requirements of Toronto City Council, a total of 74 ballots were mailed out on April 15, with the late date for filing a response being May 14, 2008. The following are the results of the poll:

<b>Description</b>	<b>Calculations/Data</b>
Total Owner, Tenants and Residents Polled	74
Mail Returned by Canada Post (undeliverable)	1
Total Eligible Voters (total poll minus 1 undeliverable)	73
No. of Returned Ballots needed to Proceed (must be at least 50% +1)	38
Total number of Ballots Received	37 (50.6%)
In Favour of Speed Humps (must be 60% of valid responses)	25 (67.5%)
Opposed to Speed Humps	10 (27%)
Spoiled Ballots	2 (.05%)
No Reply	36 (49%)

The City of Toronto Traffic Calming Policy states that a poll will be considered valid when at least 50%+1 of the ballots mailed have been returned. Since only 50.65% of the ballots were returned, the minimum response rate was not achieved. Please note that this poll cannot be conducted again until in May 14, 2010, two years after the closing date of the poll.

It should be noted that this division has been advised that there was one ballot that was in favour of the installation of the traffic calming submitted late, after the closing date of May 14<sup>th</sup>. If this ballot were to be permitted to be included as part of the tabulation, the minimum response rate would have been achieved.

Notwithstanding the above, in reviewing the traffic data collected as part of this investigation, the 'Technical Requirement' warrant of the Traffic Calming Policy was not satisfied. Specifically, the Traffic Calming Policy for the City of Toronto requires that on local roads where traffic calming is being considered, the daily traffic volumes must be greater than 1,000 vehicles and operating speeds must be at least 10 km/h over the speed limit.

The results of the 24-hour vehicle speed and volume studies are detailed in the following table:

<b>Location</b>	<b>Dir</b>	<b>Vehicle Speed</b>			<b>Vehicle Volume</b>
		<b>Speed Limit</b>	<b>85<sup>th</sup> Percentile</b>	<b>Average</b>	<b>24 hr</b>
357 Cortleigh Blvd	WB	40	39	25	245
	EB		39	28	180
386 Cortleigh Blvd	WB		44	31	244
	EB		45	32	208

Councillor Karen Stintz has been advised of the recommendations contained within this staff report.

## **CONTACT**

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## **SIGNATURE**

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Myles Currie, B.A.  
Director

## **ATTACHMENTS**

Attachment 1: Map – Cortleigh Boulevard; Traffic Calming (*ny08089\_map*)