

Speed Reduction and All Way Stop Control: Cortleigh Boulevard

Date:	October 17, 2008
To:	North York Community Council
From:	Director, Transportation Services Division, North York District
Wards:	Ward 16 – Eglinton Lawrence
Reference Number:	ny08105

SUMMARY

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

To deny the request to install an all way stop control at the intersection of Cortleigh Boulevard and Cortleigh Crescent and the reduction of speed limit on Cortleigh Boulevard between Avenue Road and Rosewell Avenue from 50 km/h to 40 km/h.

The existing traffic and roadway conditions do not warrant the introduction of all-way stop control or the reduction of speed limit at the above-noted locations.

RECOMMENDATIONS

Transportation Services Division, North York District recommends that:

1. the installation of all-way stop control at the intersection of Cortleigh Boulevard and Cortleigh Crescent not be implemented;
2. the reduction of speed limit from 50 km/h to 40 km/h on Cortleigh Boulevard between Avenue Road and Rosewell Avenue not be implemented.

FINANCIAL IMPACT

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

ISSUE BACKGROUND

The Transportation Services Division, North York District, was requested by Councillor Karen Stintz on behalf of an area resident to investigate the feasibility of installing an all way stop control at the intersection of Cortleigh Boulevard and a Cortleigh Crescent and the reduction of speed limit from 50 km/h to 40 km/h on Cortleigh Boulevard between Avenue Road and Rosewell Avenue.

COMMENTS

Currently, Cortleigh Boulevard and Cortleigh Crescent are classified as local roads with a regulatory speed limit of 50 km/h from Proudfoot Avenue to Rosewell Avenue. The speed limit on Cortleigh Boulevard, between Bathurst Street and Proudfoot Avenue is 40 km/h.

Cortleigh Boulevard and Cortleigh Crescent form a “T type” intersection. Westbound traffic on Cortleigh Boulevard is required to stop at Cortleigh Crescent.

To assess existing traffic conditions, this Division conducted an all way stop study at this intersection.

During the study, staff recorded the total volume of traffic which utilized the intersection, observed delays and right-of-way conflicts and noted the intersection geometry. The following table illustrates the results of the study, where the major road is classified as a local road:

Cortleigh Boulevard at Cortleigh Crescent	Actual	Required	Satisfied (YES/NO)
Collision History	0/3 yrs	9/3 yrs	NO
Total Vehicle Volumes	184	250/avg hr	NO
Combined Vehicle & Pedestrian Volumes Crossing Major Road	82	100/avg hr	NO
Percentage of Traffic on Major Road	56	=70	YES
Overall Warrant			NO

In reviewing the three-year collision history there have been zero collisions at the intersection of Cortleigh Boulevard and Cortleigh Crescent of a type susceptible to correction by the installation of an all way stop control. Motorist and pedestrian sight lines were found to be clear and unobstructed for all approaches to the intersection.

In view of the above study results, the installation of an all way stop control at Cortleigh Boulevard and Cortleigh Crescent is not warranted.

In reviewing the City's 40 km/h speed limit policy, a reduction in the speed limit on Cortleigh Boulevard, between Avenue Road to Rosewell Avenue is not warranted. The City of Toronto policy for introducing a 40 km/h speed limit considers various roadway characteristics, safety concerns, collision patterns and the location of pedestrian generators such as schools, parks and the absence of municipal sidewalks.

As per the attached summary, our review has concluded that none of the roadway and vehicle operating requirements, in accordance with the 40 km/h policy, were met.

Based upon the results of our investigation, this division does not support the reduction of the speed limit from 50 km/h to 40 km/h on Cortleigh Boulevard between Avenue Road and Rosewell Avenue.

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

CONTACT

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SIGNATURE

Myles Currie, B.A.
Director

ATTACHMENTS

Attachment 1: Map – All-Way Stop Control, Cortleigh Blvd and Cortleigh Cres
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Attachment 2: Map – 40 km/h Warrant Sheet – Cortleigh Blvd, Av and Rosewell Av
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