



## STAFF REPORT ACTION REQUIRED

### Traffic Calming – Corley Avenue, between Woodbine Avenue and Brookside Drive

<b>Date:</b>	February 23, 2009
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Beaches-East York, Ward 32
<b>Reference Number:</b>	Ts09039te.top.doc

#### SUMMARY

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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 whether traffic calming is warranted on Corley Avenue, between Woodbine Avenue and Brookside Drive. 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 Corley Avenue at this time.

Transportation Services staff was also requested to determine the feasibility of removing the pre-cast traffic islands on the east leg of the intersection of Corley Avenue and Golfview Avenue, contingent upon the installation of traffic calming on Corley Avenue. The traffic islands were installed in 2001 to address residents' concerns with vehicle speeds and wrong-way travel on Corley Avenue. The removal of the islands is feasible and would have a negligible impact on vehicle speeds because the intersection is all-way stop-controlled.

#### RECOMMENDATIONS

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

1. Traffic calming not be installed on Corley Avenue, between Woodbine Avenue and Brookside Drive.

## **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 Corley Avenue, between Woodbine Avenue and Brookside Drive, would be beneficial, the following financial impact will result:

1. The estimated cost for installing three speed humps would be \$9,000.00 and the cost of the removal of the traffic islands would be \$1,500. Funds in the amount of \$410,000.00 have been allocated in the Transportation Services 2009 Capital Budget for traffic calming initiatives. Installing speed humps on Corley 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 Corley Avenue, between Woodbine Avenue and Brookside Drive. We were also requested to review the feasibility of removing the pre-cast traffic islands at the intersection of Corley Avenue and Golfview Avenue, due to residents' concerns with visibility. The removal would be contingent upon the installation of speed humps on Corley Avenue. The islands were approved by City Council on August 1, 2, 3 and 4, 2000 (Toronto Community Council Report 13, Clause 76) to address residents' concerns with vehicle speeds and wrong-way travel on Corley Avenue.

## **COMMENTS**

Corley Avenue, between Woodbine Avenue and Brookside Drive, is a one-way westbound local street with a posted speed limit of 40 km/h and a pavement width varying from 7.3 metres to 8.5 metres. The intersection of Corley Avenue and Woodbine Avenue is signalized and heavy trucks are prohibited on Corley Avenue. Corley Avenue is intersected approximately midway by Golfview Avenue, where pre-cast traffic islands are installed on the east leg of the all-way stop-controlled intersection. The islands narrow Corley Avenue to 3.5 metres at the intersection. Norway Public School is located on the south side of the intersection. There is no TTC service on Corley Avenue.

## **Analysis**

### **Traffic Calming**

A review of Toronto Police Service collision records for the three-year period ending September 30, 2008 revealed that two collisions were reported on Corley Avenue, between Woodbine Avenue and Brookside Drive. One collision involved a motorist reversing eastbound into a westbound motorist. The other collision involved a westbound motorist hitting a skateboard and causing it to strike a parked vehicle. No motorists were injured or charged by the Toronto Police Service in either of these collisions.

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.

Corley Avenue, between Woodbine Avenue and Brookside Drive, does not meet all the criteria for installing traffic-calming devices. Specifically, the operating speed of 40 km/h is below the minimum of 10 km/h over the posted speed limit that the traffic-calming policy requires. Also, the daily volume of 890 vehicles per day is less than the required minimum 1000 vehicles per day. Therefore, installing speed humps on Corley Avenue, between Woodbine Avenue and Brookside Drive, is not technically justified.

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

### **Removal of Traffic Islands**

Observations revealed that there are no visibility problems at the intersection of Corley Avenue and Golfview Avenue. Also, the removal of the islands may result in some motorists travelling the wrong way on Corley Avenue. Traffic studies undertaken before the traffic islands were installed in 2001 recorded an average of 24 vehicles per day travelling the wrong way eastbound on Corley Avenue through the intersection. The installation of the islands reduced Corley Avenue to a single 3.5 metre wide westbound lane at the intersection, which discouraged wrong-way eastbound travel. There would be a negligible impact on vehicle speeds if the islands were removed since the intersection is all-way stop-controlled.

### **Alternate recommendations**

If, despite the findings above, Toronto and East York Community Council determines that installing speed humps on Corley Avenue, between Woodbine Avenue and Brookside Drive, would be beneficial, it may approve the following:

1. Transportation Services consult with Councillor Bussin to develop a speed hump plan.
2. Transportation Services poll eligible householders on Corley Avenue, between Woodbine Avenue and Brookside Drive, 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 Corley Avenue, between Woodbine Avenue and Brookside Drive, for traffic calming purposes, generally as the speed hump plan that Transportation Services circulated to residents during the polling process shows;

- (b) Transportation Services take the necessary actions to reduce the speed limit from forty kilometres per hour to thirty kilometres per hour on Corley Avenue, between Woodbine Avenue and Brookside Drive, when the speed humps are installed; and
- (c) Transportation Services remove the two pre-cast traffic islands on the north and south sides of Corley Avenue, 7.0 metres east of Golfview Avenue.

### **Conduct poll**

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps on this section of Corley 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 residents on this section of Corley Avenue. If the poll supports speed humps on Corley 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. Corley Avenue scored 14 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. The attached letter dated January 22, 2009 from Mainck Noormahamud, District Chief, Emergency Planning Research and Development, Toronto Fire Services, outlines their concerns with the installation of traffic calming on Corley Avenue.

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **LIST OF ATTACHMENTS**

- (1) Drawing No. 421F-9558, dated February 2009
- (2) Appendix "A" - Table 1: Traffic Calming Warrant Criteria

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