

Traffic Calming - Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard

Date: October 23, 2017

To: North York Community Council

From: Acting Director, Transportation Services, North York District

Wards: Ward 10 - York-Centre

SUMMARY

This staff report is about a matter for which 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.

Transportation Services is reporting on the results of the investigation of traffic calming measures (speed humps) on Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard.

The results of the traffic calming assessment on Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard, indicate that the minimum requirements of the traffic calming warrant have not been achieved. Therefore, traffic calming should not be installed on any section of Codsell Avenue.

RECOMMENDATIONS

The Acting Director, Transportation Services, North York District recommends that North York Community Council:

1. Deny the installation of speed humps on Codsell Avenue, between Bathurst Street and Maxwell Street.
2. Deny the installation of speed humps on Codsell Avenue, between Maxwell Street and Wilmington Avenue.
3. Deny the installation of speed humps on Codsell Avenue, between Wilmington Avenue and Wilson Heights Boulevard.

FINANCIAL IMPACT

There are no financial impacts associated with the adoption of the recommendations of this staff report.

If, however, North York Community Council decides speed humps on Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard, would be beneficial, the following financial impact will result:

The estimated cost for installing approximately seven speed humps on Codsell Avenue, between Bathurst Street and Maxwell Street, is \$22,400.00.

The estimated cost for installing approximately six speed humps on Codsell Avenue, between Maxwell Street and Wilmington Avenue, is \$19,200.00.

The estimated cost for installing approximately five speed humps on Codsell Avenue, between Wilmington Avenue and Wilson Heights Boulevard, is \$16,000.00.

Funds in the amount of \$298,000 have been approved in Transportation Services' 2017 Capital Budget submission for traffic calming initiatives; however all funds have been fully allocated. Installing speed humps on this section of Codsell Avenue would be subject to competing priorities and funding availability in 2018.

DECISION HISTORY

North York Community Council, at its meeting of February 25, 2014, adopted Item NY30.11, which contained Transportation Services recommendations to deny the installation of speed humps on Codsell Avenue, between Wilmington Avenue and Goddard Street. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.NY30.11>

North York Community Council, at its meeting of September 8, 2015, adopted Item NY8.49, which referred the memo from the Ward Councillor to the Director, Transportation Services, North York District to review the feasibility of installing traffic calming measures (speed humps) on Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY8.49>

North York Community Council, at its meeting of June 14, 2016, adopted Item NY15.17, which received the report (March 1, 2016) from the Director, Transportation Services, North York District, to deny the installation of traffic calming measures (speed humps) on Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY15.17>

COMMENTS

Transportation Services was requested by Councillor James Pasternak in September 2017, on behalf of local residents, to investigate speed humps on Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard.

Codsell Avenue is a two-lane local street with a pavement width of approximately 8.5 metres. The section between Bathurst Street and Wilson Heights Boulevard is approximately 1.6 km in length. Westbound and eastbound traffic between Bathurst Street and Wilmington Avenue is controlled by stop controls at Hove Street, Bryant Street, Maxwell Avenue and Goddard Street. The section of Codsell Avenue between Wilmington Avenue and Wilson Heights Boulevard is free flow. The regulatory speed limit for this roadway is 50 km/h. A municipal sidewalk is located on the south side of Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard, servicing the single family residential properties. Heavy vehicles are prohibited at all times on Codsell Avenue, between Bathurst Street and Dufferin Street, and there is no TTC service provided on this street.

Codsell Avenue runs parallel to, and two blocks north of, Sheppard Avenue West. Traffic control signals are located at Bathurst Street and Codsell Avenue to provide a protected access and egress for the residents of the community.

Currently, to minimize traffic infiltration, the southbound right-turn movement from Bathurst Street to Codsell Avenue is prohibited between the hours of 7:00 a.m. and 9:00 a.m., Monday to Friday.

In response to the directive of North York Community Council and to identify the existing traffic conditions, 24-hour speed and volume studies were conducted on Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard, on December 2, 2015.

Table 1: 24 Hour Volume and Speed Studies on Codsell Avenue

| Section of Codsell Avenue | Direction | Speed Limit | Vehicle Speeds | | Traffic Volume | | |
|-----------------------------------|-----------|-------------|----------------|-----------|----------------|-----|---------|
| | | | Average | Operating | AM | PM | 24 Hour |
| Bathurst Street to Heaton Street | Eastbound | 50 km/h | 31 | 40 | 186 | 247 | 2,267 |
| | Westbound | | 41 | 48 | 119 | 186 | 1,454 |
| Heaton Street to Hove Street | Eastbound | 50 km/h | 40 | 48 | 162 | 252 | 2,019 |
| | Westbound | | 40 | 49 | 86 | 177 | 1,363 |
| Hove Street to Bryant Street | Eastbound | 50 km/h | 39 | 44 | 159 | 226 | 1,505 |
| | Westbound | | 42 | 50 | 75 | 131 | 1,019 |
| Bryant Street to Liberato Court | Eastbound | 50 km/h | 41 | 47 | 152 | 207 | 1,367 |
| | Westbound | | 42 | 49 | 62 | 116 | 907 |
| Maxwell Street to Goddard Street | Eastbound | 50 km/h | 45 | 52 | 122 | 168 | 1,180 |
| | Westbound | | 45 | 52 | 63 | 103 | 832 |
| Goddard Street to Elder Street | Eastbound | 50 km/h | 43 | 49 | 122 | 173 | 1,173 |
| | Westbound | | 43 | 50 | 68 | 86 | 814 |
| Elder Street to Wilmington Avenue | Eastbound | 50 km/h | 42 | 49 | 116 | 177 | 1,139 |
| | Westbound | | 43 | 50 | 74 | 79 | 782 |

| | | | | | | | |
|--|-----------|------------|----|----|-----|-----|-------|
| Wilmington Avenue to Shafftesbury Street | Eastbound | 50 km/h | 46 | 54 | 66 | 98 | 733 |
| | Westbound | | 47 | 57 | 73 | 76 | 641 |
| Shafftesbury Street to Honiton Street | Eastbound | 50 km/h | 39 | 49 | 82 | 107 | 862 |
| | Westbound | | 42 | 50 | 76 | 84 | 771 |
| Honiton Street to Wilson Heights Blvd | Eastbound | 50 km/h | 29 | 36 | 101 | 126 | 1,014 |
| | Westbound | | 26 | 35 | 82 | 95 | 910 |

Results of the vehicle speed studies confirm that the highest of the 85th percentile speeds recorded, the speed at which 85% of the motorists are travelling at or below, is 57 km/h, although the operating speed on most blocks is at or below 50 km/h.

A review of the vehicle volumes has indicated that the volumes are higher at the east end of the roadway, closest to Bathurst Street, and lower at the west end, closer to Wilson Heights Boulevard. The intersection of Bathurst Street and Codsell Avenue is the primary access for the community to and from the main street. Given the roadway network within this area the implementation of speed humps on Codsell Avenue could result in diversion of traffic onto the adjacent streets, specifically the parallel roadways to the north and south of Codsell Avenue.

The portion of this roadway between Goddard Street and Wilmington Avenue was previously assessed (November 1, 2012) for traffic calming and the section of roadway, between Hove Street and Bryant Street was assessed for a speed limit reduction (October 13, 2011). The study results from 2015 were compared with the previous results. The analysis indicates that the operating speeds and average speeds are within 5 km/h of the previous study results and that the vehicle volumes have remained relatively constant.

Based on the results of this investigation, the "Technical Requirement" warrant of the Traffic Calming Policy is not satisfied. Specifically, the operating speed must be greater than 10 km/h over the posted speed limit. The Traffic Warrant Summary sheets for this latest study are attached for the following three sections of Codsell Avenue:

- Between Bathurst Street and Maxwell Street (Attachment 2);
- Between Maxwell Street and Avenue (Attachment 3); and
- Between Wilmington Avenue and Wilson Heights Boulevard (Attachment 4).

Transportation Services also undertook a review of the collision statistics for this section of roadway. A review of the Toronto Police Service collision statistics indicates that there have been no reported collisions involving speeding on Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard, in the preceding three years, ending December 31, 2016.

Considering the results of the study, installation of speed humps cannot be justified on any section of Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard.

Alternate Recommendations

Transportation Services were requested by Councillor Pasternak to provide alternate recommendations that would allow Codsell Avenue to be polled in the three noted sections.

In this regard, three sets of alternate recommendations have been provided by Transportation Services. If, despite the findings above, North York Community Council determines that installing speed humps on Codsell Avenue would be beneficial, it may approve the following:

Bathurst Street to Maxwell Street

"That the North York Community Council direct that:

1. The Acting Director of Transportation Services, North York District request the City Clerk to poll eligible householders on Codsell Avenue, between Bathurst Street and Maxwell Street, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

2. Subject to favourable results of the poll, the City Solicitor:

a. Prepare a by-law to alter sections of the roadway on Codsell Avenue, between Bathurst Street and Maxwell Street, for traffic calming purposes, generally as shown in the speed hump plan that Transportation Services circulates to residents during the polling process; and

b. Approve the reduction of the speed limit from 50 km/h to 30 km/h on Codsell Avenue, between Bathurst Street and Maxwell Street, when speed humps are installed."

Maxwell Street to Wilmington Avenue

"That the North York Community Council direct that:

1. The Acting Director of Transportation Services, North York District request the City Clerk to poll eligible householders on Codsell Avenue, between Maxwell Street and Wilmington Avenue, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

2. Subject to favourable results of the poll, the City Solicitor:

a. Prepare a by-law to alter sections of the roadway on Codsell Avenue, between Maxwell Street and Wilmington Avenue, for traffic calming purposes, generally as shown in the speed hump plan that Transportation Services circulates to residents during the polling process; and

b. Approve the reduction of the speed limit from 50 km/h to 30 km/h on Codsell Avenue, between Maxwell Street and Wilmington Avenue, when speed humps are installed."

Wilmington Avenue to Wilson Heights Boulevard

"That the North York Community Council direct that:

1. The Acting Director of Transportation Services, North York District request the City Clerk to poll eligible householders on Codsell Avenue, between Wilmington Avenue and Wilson Heights Boulevard, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

2. Subject to favourable results of the poll, the City Solicitor:

a. Prepare a by-law to alter sections of the roadway on Codsell Avenue, between Wilmington Avenue and Wilson Heights Boulevard, for traffic calming purposes, generally as shown in the speed hump plan that Transportation Services circulates to residents during the polling process; and

b. Approve the reduction of the speed limit from 50 km/h to 30 km/h on Codsell Avenue, between Wilmington Avenue and Wilson Heights Boulevard, when speed humps are installed."

Conduct Poll

According to the City of Toronto Traffic Calming Policy, a formal poll managed by City Clerks must be conducted of householders directly abutting or flanking the street. The policy stipulates that a minimum response of 50 percent plus one of affected households respond, and that 60 percent of valid responses support the proposal in order to implement traffic calming measures (speed humps).

Subject to approval by North York Community Council of the alternate recommendations outlined above, Transportation Services would request three separate polls of eligible residents on Codsell Avenue, between Bathurst Street and Wilson Heights Boulevard. If the polls support speed humps, Transportation Services would schedule installation based on relative need and competing priorities.

Relative Priority and Other Impacts

Relative need and 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.

Codsell Avenue, between Bathurst Street and Maxwell Street, scored 28 ranking points out of a possible 100.

Codsell Avenue, between Maxwell Street and Wilmington Avenue, scored 16 ranking points out of a possible 100.

Codsell Avenue, between Wilmington Avenue and Wilson Heights Boulevard, scored 25 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps would have minimal effect on winter services, street cleaning and garbage collection. 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 Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations.

Transportation Services has been advised by Toronto Police Services that they do not object to the installation of speed humps along Codsell Avenue. Toronto Paramedic Services do not support the installation of speed humps as they have a negative impact on emergency response times. Comments have been requested but have not yet been received from Toronto Fire Services.

The Ward Councillor is aware of the recommendations of this staff report.

CONTACT

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SIGNATURE

Peter K. Hillier
Acting Director

ATTACHMENTS

Attachment 1: Map - Traffic Calming: Codsell Avenue

Attachment 2: Traffic Calming Warrant Criteria: Codsell Avenue, between Bathurst Street and Maxwell Street

Attachment 3: Traffic Calming Warrant Criteria: Codsell Avenue, between Maxwell Street and Wilmington Avenue

Attachment 4: Traffic Calming Warrant Criteria: Codsell Avenue, between Wilmington Avenue and Wilson Heights Boulevard