

Speed Hump Poll Results - Bain Avenue

Date: November 14, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto East York District
Wards: Ward 30, Toronto-Danforth

SUMMARY

This staff report is about a matter that 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 traffic calming poll undertaken on Bain Avenue, between Logan Avenue and Carlaw Avenue. The poll provided a response rate of less than the 50 percent plus one ballot required by the traffic calming policy needed to confirm that there is a favourable consensus in the community to install speed humps on the subject section of Bain Avenue.

Accordingly, continuing the process to install speed humps on Bain Avenue, between Logan Avenue and Carlaw Avenue, is not recommended.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District, recommends that:

1. Toronto and East York Community Council deny the installation of speed humps on Bain Avenue, between Logan Avenue and Carlaw Avenue.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendations in this report.

DECISION HISTORY

At its meeting on September 6, 2017, Toronto and East York Community Council recommended the installation of speed humps on Bain Avenue, between Logan Avenue and Carlaw Avenue, subject to a favourable poll of residents. The Council decision can be found at

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE26.111>.

COMMENTS

Councillor Paula Fletcher has requested that Transportation Services report on the results of the poll undertaken in October and November 2017 regarding the installation of speed humps on Bain Avenue, between Logan Avenue and Carlaw Avenue. The traffic calming policy as adopted by City Council, requires, among other matters, that staff undertake a poll of eligible voters on streets being considered for traffic calming and consult with Emergency Services. With respect to the poll:

- A return rate of 50 percent plus one ballot; and
- A support rate of at least 60 percent of the valid responses is required.

The poll results for the subject section of Bain Avenue are as follows:

Poll Results

No. of ballots mailed out	111	100%
No. of ballots received	54	49%
No. of ballots in favour	29	54%
No. of ballots opposed	23	43%
No. of ballots spoiled	2	3%

As shown in the above table, 54 out of 111 ballots mailed out were returned. The response rate of 49 percent is less than the minimum 50 percent plus one ballot response rate required to consider the poll valid in accordance with the current polling policy. When the polling requirements have not been met, the process to install the proposed traffic calming measures should not go forward. Also, a two-year moratorium is imposed on further polling.

Emergency Services Comments

Consultation with emergency services (Police, Fire and Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Paramedic Services provided their comments in the attached letter dated June 27, 2017 (Appendix A). Toronto Fire Services provided their comments in the attached letter dated August 30, 2017 (Appendix B).

Notification of Residents

Under the polling policy, residents of Bain Avenue have been notified in writing by the City Clerk that the speed hump poll on this street did not satisfy the required criteria and that any follow-up poll cannot be conducted for a period of two years. Residents have not been told specifically that speed humps will not be installed and have been advised that Toronto and East York Community Council has the final decision on the matter. However, they might interpret the failure of the poll as the final decision on this matter.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council wishes to proceed with installing speed humps on Bain Avenue, between Logan Avenue and Carlaw Avenue, the following alternate recommendations should be adopted:

1. The City Solicitor prepare a by-law to alter the roadway to install two speed humps on Bain Avenue, between Logan Avenue and Carlaw Avenue, generally as shown on Drawing No. 421G-2569, dated July 2017 attached to the report entitled "Speed Hump Poll Results - Bain Avenue" from the Acting Director, Transportation Services, Toronto and East York District.

The estimated cost for installing two speed humps on Bain Avenue is \$8,000.00. The installation of speed humps on Bain Avenue would be subject to availability in Transportation Services 2018 Capital Funding estimates and competing priorities.

Councillor Paula Fletcher has been advised of the recommendations of this staff report.

CONTACT

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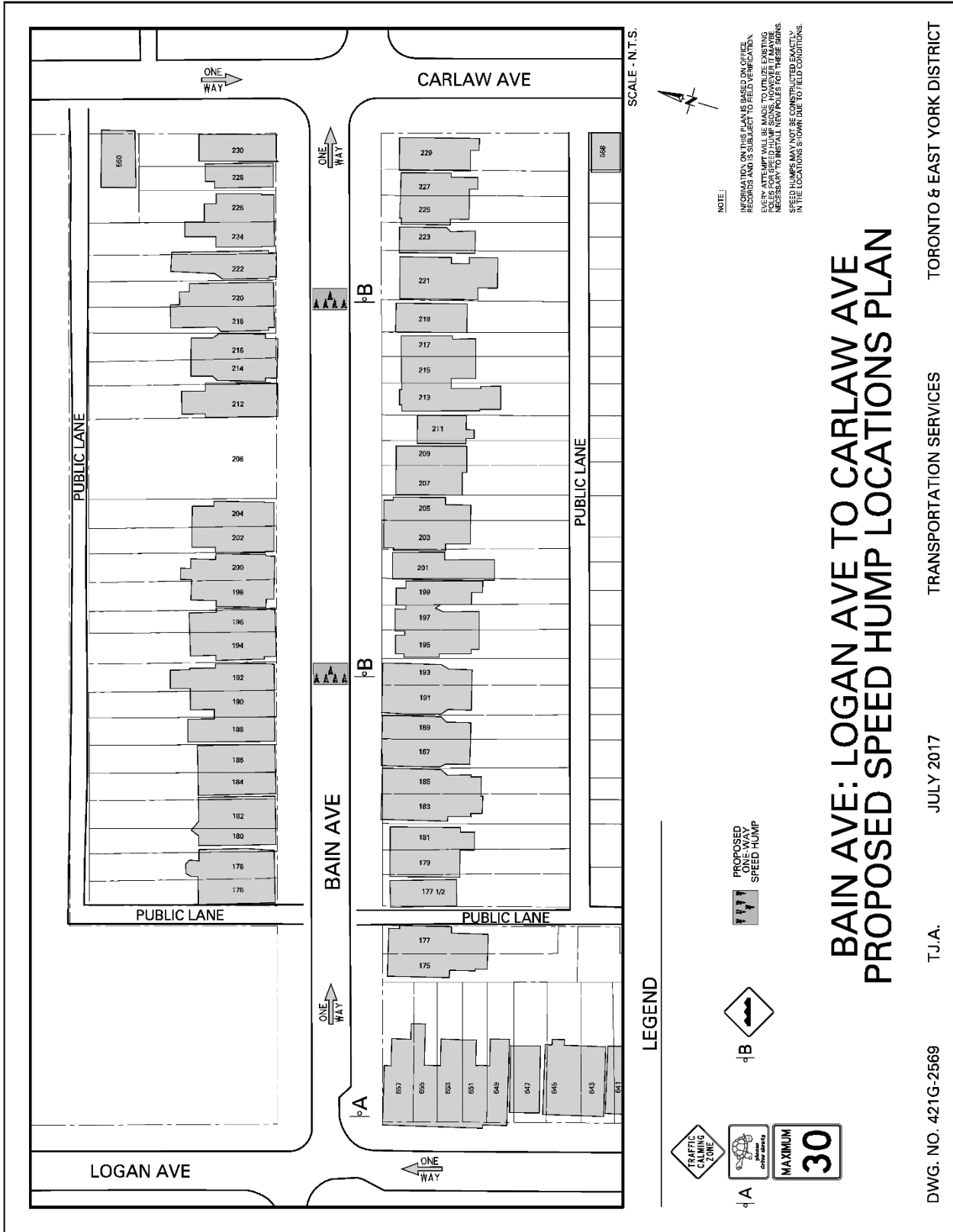
SIGNATURE

Dave Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

ATTACHMENTS

1. Drawing No. 421G-2569, dated July 2017
2. Appendix A – Letter from Toronto Paramedic Services, dated June 27, 2017
3. Appendix B – Letter from Toronto Fire Services, dated August 30, 2017

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June 27, 2017

Christopher Chahil
Transportation Engineering Technologist
Traffic Operations
Toronto & East York District
416-392-5188

Re: Traffic Calming Measures – on Bain Avenue between Logan Avenue and Carlaw Avenue – Evaluation for the installation of traffic calming measures (i.e. Speed Humps).

Dear Christopher,

I have received and reviewed the proposal for installation of speed humps on Bain Avenue between Logan Avenue and Carlaw Avenue. I have the following comments:

Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighborhood and we endeavor to support the wishes of the community to implement measures to improve upon these components.

As documented in the Traffic Calming Policy, Toronto Paramedic Services has concerns regarding the usage of traffic calming measures, specifically vertical obstacle measures such as speed humps. These have a negative impact on emergency call response times, travel times to hospital and on patient comfort during transport. This delay is cumulative with each obstacle and can directly impact patient outcome.

In addition to concern for patient outcome and safety it is noted that this proposal does not meet the Warrant Criteria as set out in the Policy. Therefore, Toronto Paramedic Services is opposed to the installation of traffic calming devices on Bain Avenue between Logan Avenue and Carlaw Avenue. It is important that the applicant fully understands the potential for delay in emergency response and that alternatives to vertical measures be considered and evaluated.

Yours truly,

Dawn Ainsworth
Superintendent, Toronto Paramedic Services
Planning, Special Events & Emergency Management



August 30, 2017

Christopher Cahil
Transportation Engineering Technologist
Transportation Services
Toronto & East District

RE: Bain Avenue, between Logan Avenue and Carlaw Avenue - Evaluation for installation of traffic calming devices.

I am in receipt of your request for comments regarding proposed for installation of traffic calming measures (speed humps) and provide the following comments.

Toronto Fire Services is supportive of initiatives that will improve life safety for citizens of, and visitors to the City of Toronto. Our primary concern is that the physical calming measures proposed may have a negative impact on emergency response to the area.

Fire Services is concerned that this speed hump installation will slow responding vehicles and negatively affect delivery of service in the quickest possible manner. The effectiveness of our services are greatly influenced by time. The vertical restrictions imposed by a speed hump have a much greater impact on large fire vehicles than that of smaller passenger vehicles. Response time increase with every obstacle a fire vehicle encounters on route to an emergency incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time.

It is imperative that the individuals directly affected by this installation be made fully aware of the potential negative effects of the proposed calming device. Careful consideration must be given to accepting delays of emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic.

Fire Services recommends that non-physical measures (lower speed limits or prohibited turns) be implemented and evaluated before physical forms are considered. Desired results may be obtained without imposing a physical obstruction to emergency vehicles.

Regards,

Terry Bruining
Captain, Emergency Management
Toronto Fire Services