

## **Speed Hump Poll Results - Glenarden Road**

**Date:** January 12, 2018  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Transportation Services, Toronto East York District  
**Wards:** Ward 21, St. Paul's

### **SUMMARY**

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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 Glenarden Road, between Ridge Hill Drive and Aldburn Road. 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 Glenarden Road.

Accordingly, continuing the process to install speed humps on Glenarden Road, between Ridge Hill Drive and Aldburn Road, is not recommended.

### **RECOMMENDATIONS**

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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 Glenarden Road, between Ridge Hill Drive and Aldburn Road.

### **FINANCIAL IMPACT**

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

## DECISION HISTORY

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At its meeting on October 17, 2017, Toronto and East York Community Council recommended the installation of speed humps on Glenarden Road, between Ridge Hill Drive and Aldburn Road, subject to a favourable poll of residents. The Council decision can be found at

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE27.74>

## COMMENTS

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Councillor Joe Mihevc has requested that Transportation Services report on the results of the poll undertaken in November and December 2017 regarding the installation of speed humps on Glenarden Road, between Ridge Hill Drive and Aldburn Road. 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 Glenarden Road are as follows:

### Poll Results

No. of ballots mailed out	10	100%
No. of ballots received	3	30%
No. of ballots in favour	3	100%
No. of ballots opposed	0	0%
No. of ballots spoiled	0	0%

As shown in the above table, 3 out of 10 ballots mailed out were returned. The response rate of 30 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 August 21, 2017 (Appendix A). Toronto Fire Services provided their comments in the attached letter dated September 28, 2017 (Appendix B).

### **Notification of Residents**

Under the polling policy, residents of Glenarden Road 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 Glenarden Road, between Ridge Hill Drive and Aldburn Road, 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 Glenarden Road, between Ridge Hill Drive and Aldburn Road, generally as shown on Drawing No. 421G-2686, dated September 2017 attached to the report entitled "Speed Hump Poll Results - Glenarden Road" from the Acting Director, Transportation Services, Toronto and East York District.

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

Councillor Joe Mihevc has been advised of the recommendations of this staff report.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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1. Drawing No. 421G-2686, dated September 2017
2. Appendix A – Letter from Toronto Paramedic Services, dated August 21, 2017
3. Appendix B – Letter from Toronto Fire Services, dated September 28, 2017

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**Dawn Ainsworth**  
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August 21, 2017

Brian Holditch  
Traffic Operations  
Transportation Services

**Re: Traffic Calming Measures – on Glenarden Road, between Ridge Hill Drive and Aldburn Road – Evaluation for the installation of traffic calming measures (i.e. Speed Humps).**

Dear Mr. Holditch,

I have received and reviewed the proposal for installation of speed humps on Glenarden Road, between Ridge Hill Drive and Aldburn Road. 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 Glenarden Road, between Ridge Hill Drive and Aldburn Road. 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



September 28, 2017

Brian Holditch  
Traffic Operations  
Transportation Services

**RE: Glenarden Road, between Ridge Hill Drive and Aldburn Road - Evaluation for installation of traffic calming devices.**

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

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

Fire Services does not support this speed hump installation as they would slow our responding vehicles and affect the delivery of service in the quickest possible manner. The effectiveness of our services is greatly impacted by time. The vertical restrictions imposed by a speed hump have a much greater effect on large fire vehicles than 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