

Speed Hump Poll Results - Pineway Boulevard

Date: May 17, 2019

To: North York Community Council

From: Acting Director, Transportation Services, Traffic Management

Wards: Ward 17 - Don Valley North

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 traffic calming polls undertaken on Pineway Boulevard, between Bernick Road and Weatherstone Crescent (north intersection). The poll results indicated that the support for the installation of speed humps is less than the 60% of poll respondents required by the traffic calming policy and needed to confirm that there is a favourable consensus in the community to install traffic calming measures.

Accordingly, continuing the process to install speed humps on Pineway Boulevard is not recommended.

RECOMMENDATIONS

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

1. Deny the installation of speed humps on Pineway Boulevard, between Bernick Road and Weatherstone Crescent (north intersection).

FINANCIAL IMPACT

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

DECISION HISTORY

At its meeting of February 14, 2019, North York Community Council adopted Item NY3.17 as amended and requested the City Clerk to conduct a poll of the eligible householders for the installation of speed humps on Pineway Boulevard, between Bernick Road and Weatherstone Crescent (north intersection), in accordance with the City of Toronto's traffic calming policy. The Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.NY3.17>

COMMENTS

Transportation Services was directed by North York Community Council to request the City Clerk to conduct a poll of the eligible householders and report back on the poll results for the installation of speed humps on Pineway Boulevard, between Bernick Road and Weatherstone Crescent (north intersection). 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.

Table 1: Poll Results for Pineway Boulevard, between Bernick Road and Weatherstone Crescent (north intersection)

No. of ballots mailed out	221	100%
No. of ballots returned Invalid address	7	3%
No. of ballots received	126	57%
No. of ballots in favour	61	48%
No. of ballots opposed	50	40%
No. of spoiled ballots	15	12%

As shown in the above Table 1, 126 of the 221 ballots mailed out were returned. The response is 57 percent, which is more than the minimum 50 percent plus one ballot response rate required to consider the poll valid in accordance with the current polling policy. However, the poll results indicate that less than 60% of responses were in favour of the speed humps. 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 in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Comments have been requested from emergency services on the speed hump proposal on Pineway Boulevard, between Bernick Road and Weatherstone Crescent (north intersection). Toronto Fire Services do not support the installation of speed humps on Pineway Boulevard, between Bernick Road and

Weatherstone Crescent (north intersection). Comments have not yet been received from Toronto Paramedic Services and Toronto Police Services.

Notification of Residents

Under the polling policy, residents of Pineway Boulevard 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 specifically been told speed humps will not be installed and have been advised that North 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 North York Community Council wishes to proceed with installing speed humps on Pineway Boulevard, between Bernick Road and Weatherstone Crescent (north intersection), the following alternate recommendation should be adopted:

1. The City Solicitor prepare a by-law to alter the roadway to install five speed humps on Pineway Boulevard, between Bernick Road and Weatherstone Crescent (north intersection), generally as shown on Drawing No. NYRD19-0001, dated January 2019, attached to the report entitled "Speed Hump Poll Results - Pineway Boulevard" from the Acting Director, Transportation Services, Traffic Management.
2. Transportation Services take the necessary actions to reduce the speed limit from 40 km/h to 30 km/h on Pineway Boulevard, between Bernick Road and Weatherstone Crescent (north intersection).

The estimated cost for installing five speed humps on Pineway Boulevard is \$20,000. The installation of speed humps on Pineway Boulevard would be subject to availability in Transportation Services 2020 Capital Funding estimates and competing priorities.

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

CONTACT

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SIGNATURE

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Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Traffic Calming - Pineway Boulevard

Attachment 2: Table - Traffic Calming Warrant Criteria - Pineway Blvd between Bernick Road and Weatherstone Crescent

Attachment 1: Map - Traffic Calming on Pineway Boulevard

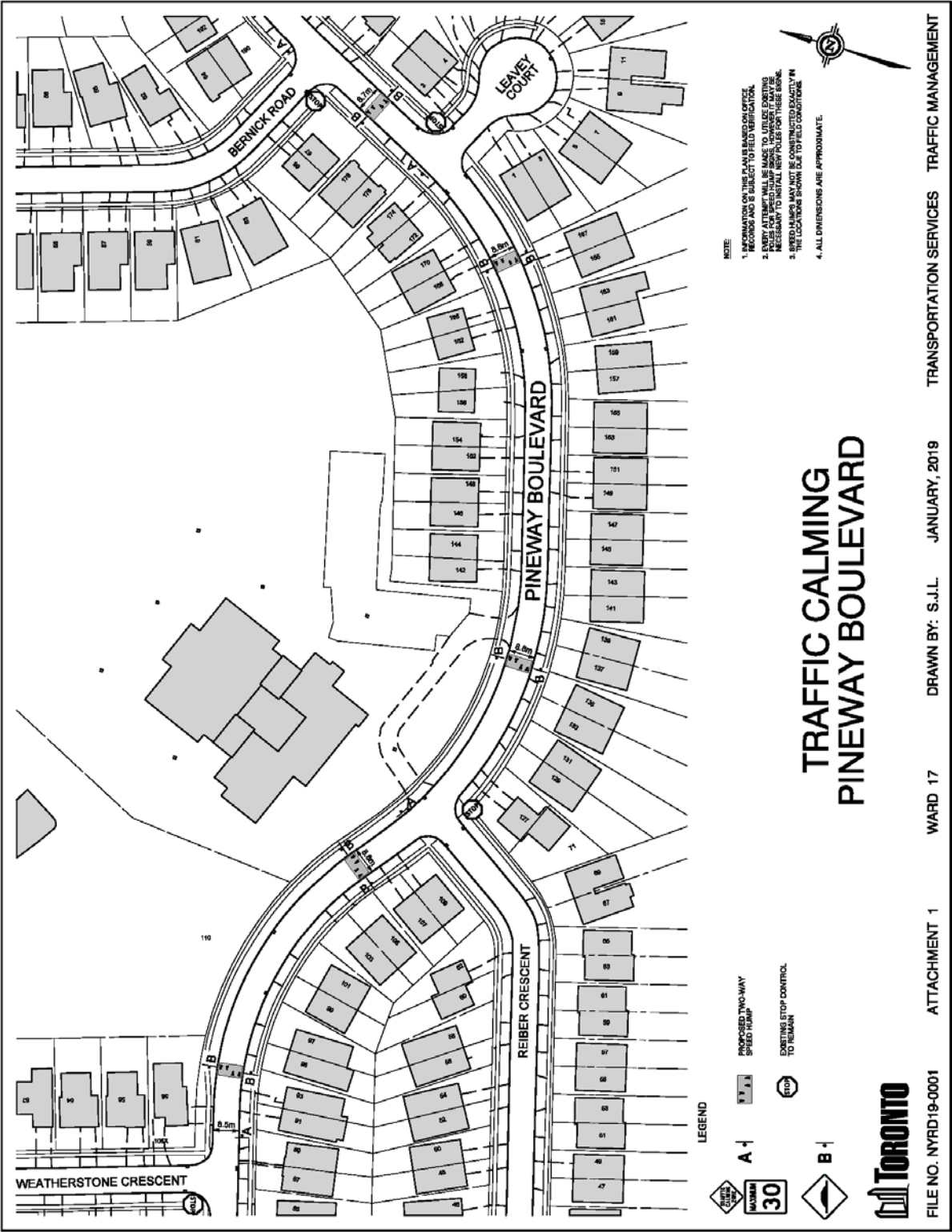


Table 2: Traffic Calming Warrant Criteria - Pineway Boulevard between Bernick Road and Weatherstone Crescent

Warrant	Criterion	Requirement	Met/Not Met
Warrant 1 Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. OR A direct request for the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Petition received
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – Traffic volume minimal
Warrant 2 Safety Requirements (all three criteria must be fulfilled to satisfy this Warrant)	2.1 sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification). OR Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	Met – Sidewalks on both sides
	2.2 Road Grade	Road grade 5% or less OR Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Met – Road grade less than 5%
	2.3 Emergency Response	No significant Impacts on Emergency Services (as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	TBD – No response from Ambulance and Police at this time
Warrant 3 Technical Requirements (all four criteria must	3.1 Minimum Speed	85th %ile speed is a minimum of 10 km/h (but less than 15 km/h) over the warranted speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled.	Met – Speed studies show 85th %ile as 50 km/h

be fulfilled to satisfy this warrant)		OR		
		On streets where the 85th %ile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.		
	3.2 Min. and Max. traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day	Met – Local Road with 1,614 veh/day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 metres between stop controls (signals or stop signs)		Met
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)		Met – No TTC service