

Speed Hump Poll Results - Pendrith Street

Date: December 4, 2018
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 11, University - Rosedale

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.

At the request of Councillor Mike Layton, Transportation Services is reporting on the results of the traffic calming poll undertaken on Pendrith Street, between Shaw Street and Christie Street. 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 traffic calming measures. Also, a support rate of at least 60 percent was not achieved.

Accordingly, continuing the process to install speed humps on Pendrith Street, between Shaw Street and Christie Street, is not recommended.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services, recommends that:

1. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Pendrith Street, between Shaw Street and Christie Street.

FINANCIAL IMPACT

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

DECISION HISTORY

At its meeting of January 16, 2018, Toronto and East York Community Council recommended the installation of speed humps on Pendrith Street, between Shaw Street and Christie Street, subject to a favourable poll of residents (Item TE29.74).

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE29.74>

COMMENTS

Councillor Mike Layton has requested Transportation Services to report on the results of the poll undertaken in March and April 2018, regarding the installation of speed humps on Pendrith Street, between Shaw Street and Christie Street. 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 Pendrith Street are as follows:

Poll Results

No. of ballots mailed out	302	100%
No. of ballots received	122	40%
No. of ballots in favour	51	42%
No. of ballots opposed	54	44%
No. of ballots spoiled	17	14%

As shown in the above table, 122 of the 302 ballots mailed out were returned. The response rate of 40 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. Also, a support rate of at least 60 percent was not achieved. 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 (Toronto Police Services, Toronto Fire Services and Toronto Paramedic Services) is required in order to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Paramedic Services have provided their comments in the attached letter dated November 2, 2017 (Appendix B). Toronto Fire Services have provided their comments in the attached letter dated November 22, 2017 (Appendix C). Comments have not been received from Toronto Police Services.

Notification of Residents

Under the polling policy, residents of Pendrith Street 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 Recommendation

If, despite the findings above, Toronto and East York Community Council wishes to proceed with installing speed humps on Pendrith Street, between Shaw Street and Christie Street, the following alternate recommendation should be adopted:

1. The City Solicitor prepare a by-law to alter the roadway to install four speed humps on Pendrith Street, between Shaw Street and Christie Street, generally as shown on Drawing No. 421G-2789, dated December 2017 attached to the report entitled "Speed Hump Poll Results - Pedrith Street" from the Acting Director, Traffic Management, Transportation Services.

The estimated cost for installing four speed humps on Pendrith Street is \$16,000.00. The installation of speed humps on Pendrith Street would be subject to availability in Transportation Services 2019 Capital Funding estimates and competing priorities.

Councillor Mike Layton has been advised of the recommendation of this staff report.

CONTACT

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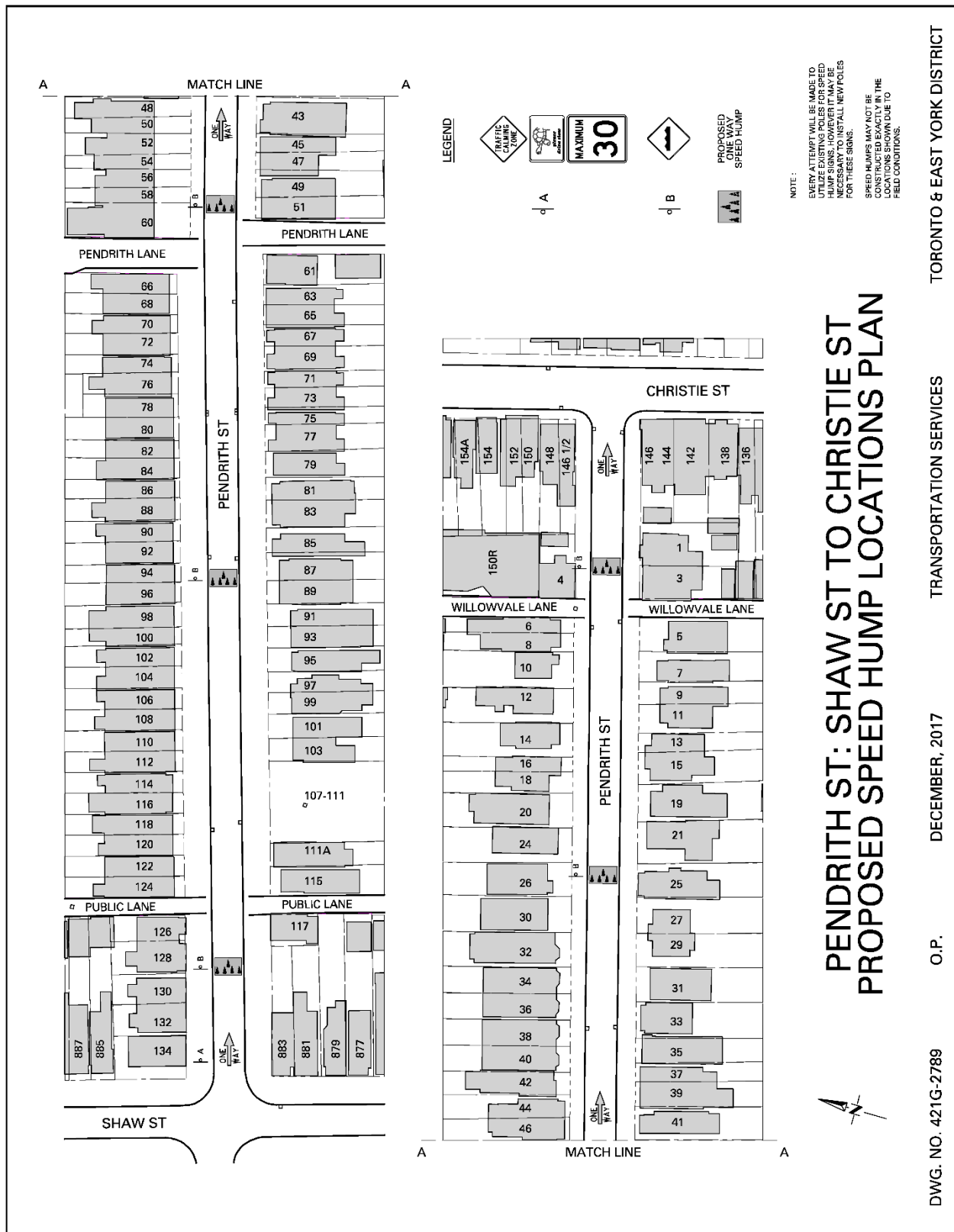
SIGNATURE

Roger Browne, P.Eng., M.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

1. Drawing No. 421G-2789, dated December 2017
2. Appendix A - Traffic Calming Warrant Criteria
3. Appendix B - Letter from Toronto Paramedic Services, dated November 2, 2017
4. Appendix C - Letter from Toronto Fire Services, dated November 22, 2017

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Appendix 'A' - Traffic Calming Warrant Criteria

Pendrith Street, between Shaw Street and Christie Street

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 from the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Direct request received from Ward Councillor's office and a petition requesting traffic calming, signed by at least 25% of households on the street
	Impacts to Adjacent Streets	No significant traffic impacts on adjacent streets	Met – There should be no traffic spill-over to adjacent streets
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 – There is sidewalk present on both sides of the road
	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 – The road grade on Pendrith Street is 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.	Comments have been requested
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 th %ile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. OR On streets where the 85 th %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.	Not Met – Speed studies show 85 th percentile speed of 44 km/h in the eastbound direction on Pendrith Street, between Shaw Street and Christie Street.
	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	Not Met – Pendrith Street is a local road with approximately 527 vehicles total daily, between Shaw Street and Christie Street.
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	Met – Pendrith Street, between Shaw Street and Christie Street is about 400 metres in length.
	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



Dawn Ainsworth
Toronto Paramedic Services
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November 2, 2017

Rick Bartel
Transportation Technologist
City of Toronto
Toronto and East York District, West Area
Transportation Services

Re: Traffic Calming Measures – on Pendrith Street, between Shaw Street and Christie Street – Evaluation for the installation of traffic calming measures (i.e. Speed Humps).

Dear Mr. Bartel,

I have received and reviewed the proposal for installation of speed humps on Pendrith Street, between Shaw Street and Christie Street. 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 Pendrith Street, between Shaw Street and Christie Street. 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



November 22, 2017

Rick Bartel
Transportation Technologist
Toronto and East York, West Area
Transportation Services

RE: Pendrith Street, between Shaw Street and Christie Street - 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.

Fire Services does not support the proposed speed hump installation as they may slow our responding vehicles and affect delivery of service in the quickest possible manner. Effectiveness of our services can be greatly impacted by time. The vertical restrictions imposed by a speed hump have a much greater impact on larger fire vehicles than smaller passenger vehicles. Response time increase with every obstacle a fire vehicle encounters on route to any 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 obtainable without imposing a physical obstruction to emergency vehicles.

Regards,

Terry Bruining
Emergency Planning
Toronto Fire Services