

Speed Hump Poll Results - Brunswick Avenue

Date: December 7, 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.

Transportation Services is reporting on the results of the traffic calming poll undertaken on Brunswick Avenue, between Dupont Street and Wells 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 speed humps on the subject section of Brunswick Avenue.

Accordingly, continuing the process to install speed humps on Brunswick Avenue, between Dupont Street and Wells 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 Brunswick Avenue, between Dupont Street and Wells Street.

FINANCIAL IMPACT

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

DECISION HISTORY

At its meeting on July 4, 2018, Toronto and East York Community Council recommended the installation of speed humps on Brunswick Avenue, between Dupont Street and Wells Street, subject to a favourable poll of residents.

The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.152>

COMMENTS

Councillor Joe Cressy has requested Transportation Services to report on the results of the poll undertaken in October 2018, regarding the installation of speed humps on Brunswick Avenue, between Dupont Street and Wells 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 Brunswick Avenue are as follows:

Poll Results

No. of ballots mailed out	254	100%
No. of ballots received	77	30%
No. of ballots in favour	60	78%
No. of ballots opposed	10	13%
No. of ballots spoiled	7	9%

As shown in the above table, 77 out of 254 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 (Toronto Police Services, Toronto Fire Services and Toronto 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 26, 2018 (Appendix A). Toronto Fire Services provided their comments in the attached letter dated September 13, 2018 (Appendix B). Comments have not been received from the Toronto Police Services.

Notification of Residents

Under the polling policy, residents of Brunswick 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 Brunswick Avenue, between Dupont Street and Wells Street, the following alternate recommendations should be adopted:

1. The City Solicitor prepare a by-law to alter the roadway to install five speed humps on Brunswick Avenue, between Dupont Street and Wells Street, generally as shown on Drawing No. 421G-3080, dated June 2018 attached to the report entitled "Speed Hump Poll Results - Brunswick Avenue" from the Acting Director, Traffic Management, Transportation Services.

The estimated cost for installing five speed humps on Brunswick Avenue is \$20,000.00. The installation of speed humps on Brunswick Avenue would be subject to availability in Transportation Services 2019 Capital Funding estimates and competing priorities.

Following the recent municipal election results, and changes to the City of Toronto ward boundaries, Brunswick Avenue now falls within Ward 11, University - Rosedale. In this regard, Councillor Mike Layton has been advised of the recommendation of this staff report.

CONTACT

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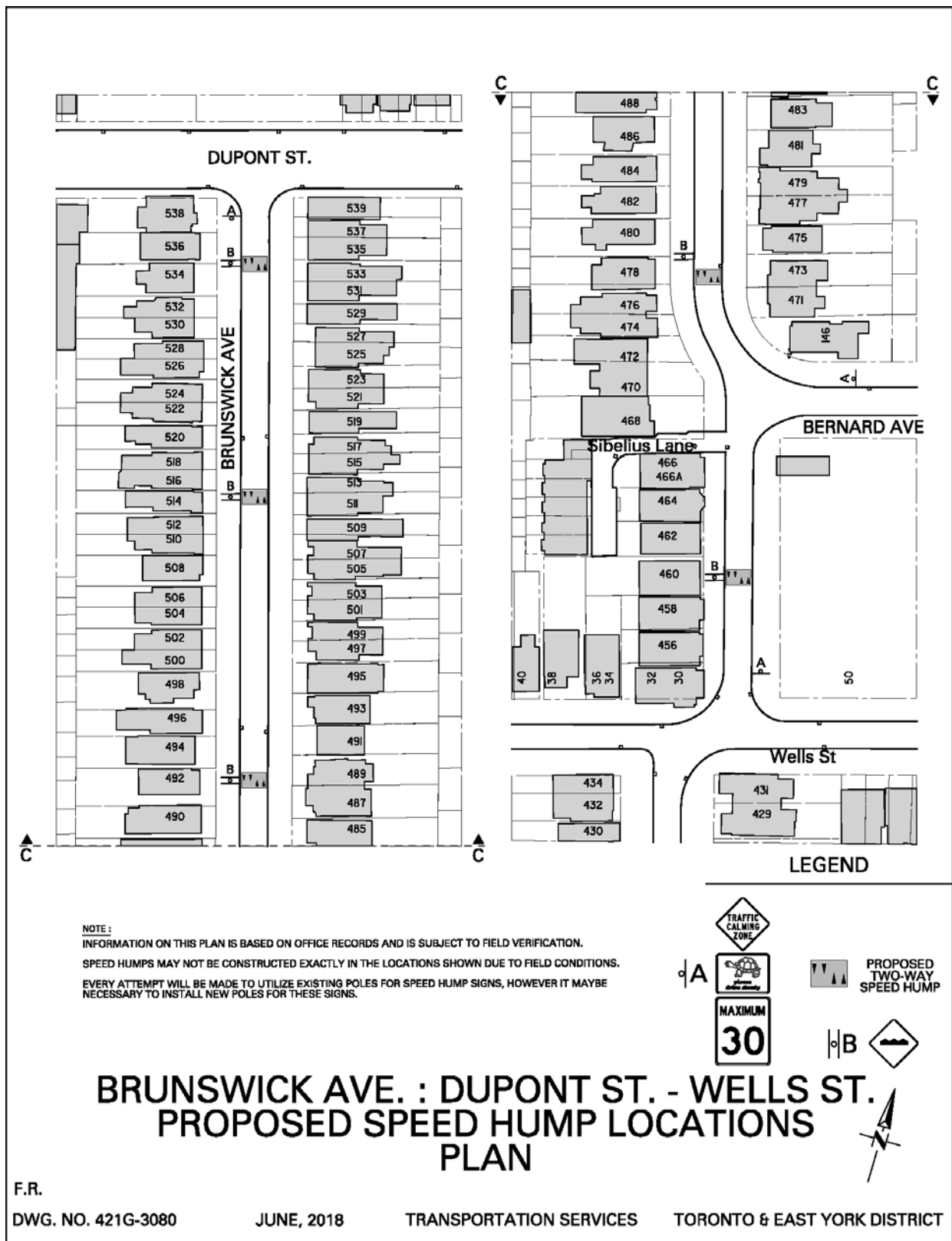
SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3080, dated June 2018
2. Appendix A – Letter from Toronto Paramedic Services, dated June 26, 2018
3. Appendix B – Letter from Toronto Fire Services, dated September 13, 2018

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Gord McEachen, Acting Chief

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June 26, 2018

Raphael Valinhas
Engineering Technologist Technician 1
Traffic Operations
Toronto & East York District

**Re: Traffic Calming Measures – Brunswick Avenue, between Dupont Street and Wells Street
– Evaluation for the installation of traffic calming measures (i.e. Speed Humps).**

Raphael,

I have received and reviewed the proposal for installation of speed humps on Brunswick Avenue, between Dupont Street and Wells 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 neighbourhood, and we endeavour 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 installation 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 vertical traffic calming devices on Brunswick Avenue, between Dupont Street and Wells 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,

(Original signed by)

Ian Attard
Superintendent, Toronto Paramedic Services
Planning & Emergency Management





Lou Di Gironimo
Interim Deputy City Manager

Emergency Management
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Fire Services
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Toronto, Ontario

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September 13, 2018

Raphael Valinhas
Traffic Operations
Transportation Services
Toronto & East York District

RE: Brunswick Avenue, between Dupont Street and Wells 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 it may impact service delivery in the quickest possible manner. The vertical restriction 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 all 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