



REPORT FOR ACTION

Traffic Calming (Speed Humps) Poll Results - Hilton Avenue

Date: January 17, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 12, Toronto - St. Paul's

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 Hilton Avenue, between Melgund Road and Nina Street. The poll provided a response rate of less than 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 measure.

Accordingly, continuing the process to install speed humps on Hilton Avenue, between Melgund Road and Nina 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 speed humps on Hilton Avenue, between Melgund Road and Nina Street.

FINANCIAL IMPACT

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

DECISION HISTORY

At its meeting on June 6, 2018, Toronto and East York Community Council recommended the installation of speed humps on Hilton Avenue, between Melgund Road and Nina Street, subject to a favourable poll of residents. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE33.89>

COMMENTS

Councillor Josh Matlow has requested that Transportation Services report on the results of the poll undertaken in August 2018 regarding the installation of speed humps on Hilton Avenue, between Melgund Road and Nina Street. This section of Hilton Avenue is not designated as a Community Safety Zone. 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 (25 percent for Community Safety Zone roadways); and
- A support rate of at least 60 percent of the valid responses is required.

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

Poll Results

No. of ballots mailed out	143	100%
No. of ballots received	45	31%
No. of ballots in favour	31	69%
No. of ballots opposed	10	22%
No. of ballots spoiled	4	9%

As shown in the above table, 45 of the 143 ballots mailed out were returned. The response rate of 31 percent is less than the minimum 50 percent plus one ballot 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 April 24, 2018 (Appendix A). Toronto Fire Services provided their comments in the attached letter dated June 7, 2018 (Appendix B). Toronto Police Service has not yet provided their comments.

Notification of Residents

Under the polling policy, residents of Hilton 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 Hilton Avenue, between Melgund Road and Nina Street, the following alternate recommendation should be adopted:

1. The City Solicitor prepare a by-law to alter the roadway to install three speed humps on Hilton Avenue, between Melgund Road and Nina Street, generally as shown on Drawing No. 421G-2989, dated May 2018 attached to the report entitled "Traffic Calming (Speed Humps) Poll Results - Hilton Avenue" from the Acting Director, Traffic Management, Transportation Services.

The estimated cost for installing three speed humps on Hilton Avenue is \$12,000.00. The installation of speed humps on Hilton Avenue would be subject to availability in Transportation Services 2019 Capital Funding estimates and competing priorities.

Councillor Josh Matlow has been advised of the recommendations of this staff report.

CONTACT

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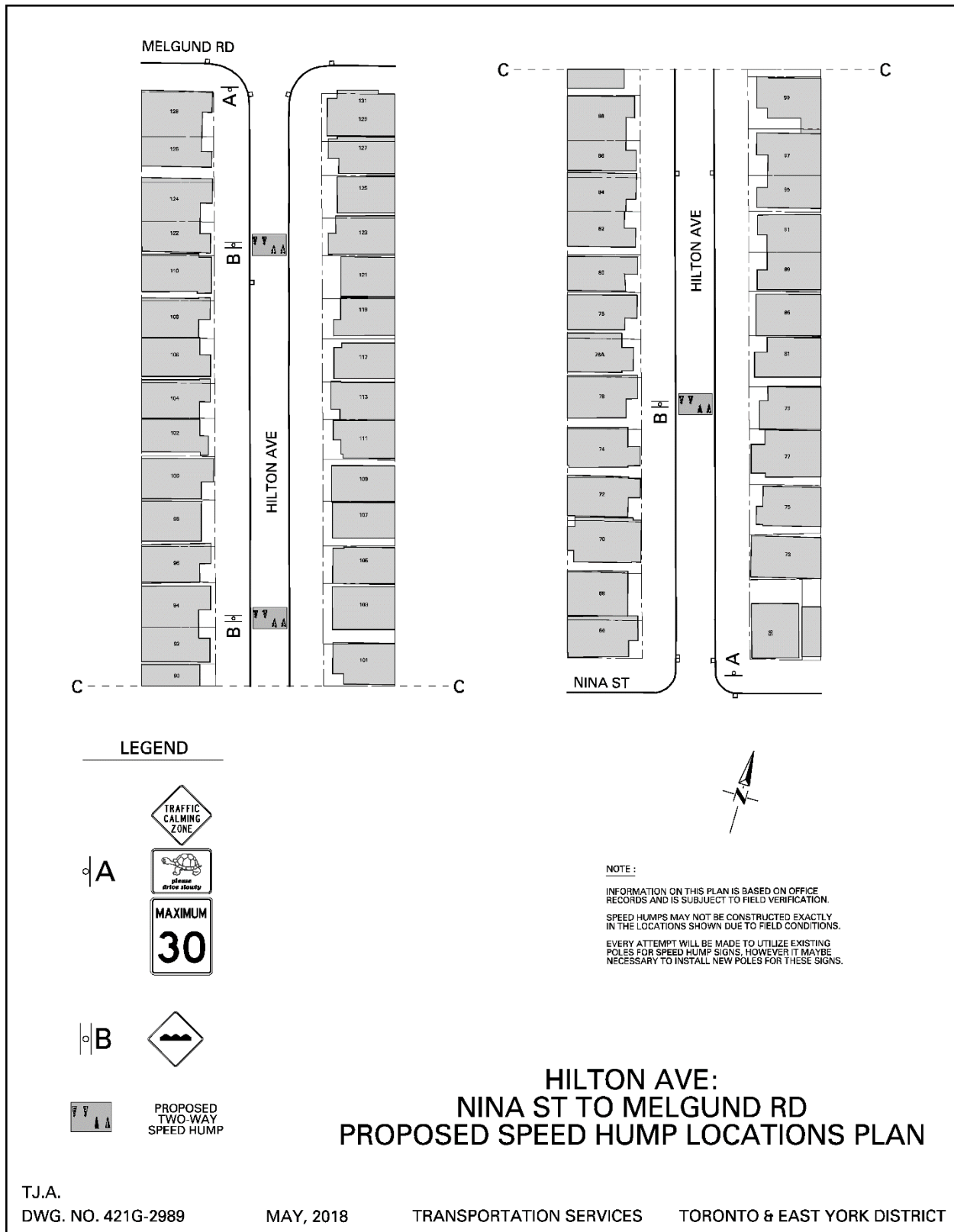
SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-2989, dated May 2018
2. Appendix A – Letter from Toronto Paramedic Services, dated April 24, 2018
3. Appendix B – Letter from Toronto Fire Services, dated June 7, 2018

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Gord McEachen, Acting Chief

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April 24, 2018

Brian Holditch
Transportation Services
City of Toronto
Metro Hall, 17th Floor

**Re: Traffic Calming Measures – Hilton Avenue between Nina Street and Melgund Road –
Evaluation for the installation of traffic calming measures (i.e. Speed Humps).**

Brian,

I have received and reviewed the proposal for installation of speed humps on Hilton Avenue between Nina Street and Melgund 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 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 Hilton Avenue between Nina Street and Melgund 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





Lou Di Gironimo
Interim Deputy City Manager

Emergency Management
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June 7, 2018

Brian Holditch
Traffic Operations
Transportation Services

RE: Hilton Avenue, between Nina Street and Melgund 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.

Fire Services does not support this proposed speed hump installation as it may slow our responding vehicle, having impact on service delivery in the quickest possible manner. 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 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