

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

**Date:** June 6, 2019  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Traffic Management, Transportation Services  
**Wards:** Ward 11, University - Rosedale

### **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.

At the request of Councillor Mike Layton, Transportation Services is reporting on the results of the traffic calming poll undertaken on Roxton Road, between Bloor Street West and Harbord 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.

Accordingly, continuing the process to install speed humps on Roxton Road, between Bloor Street West and Harbord Street, is not recommended.

### **RECOMMENDATIONS**

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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 Roxton Road, between Bloor Street West and Harbord Street.

### **FINANCIAL IMPACT**

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

## DECISION HISTORY

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At its meeting of February 14, 2019, Toronto and East York Community Council adopted, as amended Item TE3.52 and, in doing so, authorized the installation of speed humps on Roxton Road, between Bloor Street West and Harbord Street, subject to a favourable poll of residents.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE3.52>

## COMMENTS

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Councillor Mike Layton requested Transportation Services to report on the results of the poll undertaken in April and May 2019, regarding the proposed installation of speed humps on Roxton Road, between Bloor Street West and Harbord 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 Roxton Road are as follows:

### Poll Results

No. of ballots mailed out	331	100%
No. of ballots received	124	38%
No. of ballots in favour	81	65%
No. of ballots opposed	22	18%
No. of ballots spoiled	21	17%

As shown in the above table, 124 of the 331 ballots mailed out were returned. The response rate of 38 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. However, a support rate of at least 60 percent was 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 Fire Services have provided their comments in the attached letter dated November 20, 2018 (Appendix B). Comments have not been received from the Toronto Police Services or Toronto Paramedic Services.

### **Notification of Residents**

Under the polling policy, residents of Roxton 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 Roxton Road, between Bloor Street West and Harbord Street, the following alternate recommendation should be adopted:

1. Toronto and East York Community Council authorize the installation of traffic calming (speed humps) on Roxton Road, between Bloor West Street West and Harbord Street, despite poll results that did not satisfy the polling criteria for the installation of speed humps pursuant to the City of Toronto Traffic Calming Policy.
2. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway to install five speed humps on Roxton Road, between Bloor Street West and Harbord Street, generally as shown on "Drawing No. 421G-3290, dated January 2019" attached to the report entitled "Speed Hump Poll Results - Roxton Road" from the Acting Director, Traffic Management, Transportation Services.

The estimated cost for installing five speed humps on Roxton Road is \$20,000.00. The installation of speed humps on Roxton Road would be subject to availability in Transportation Services 2020 Capital Funding estimates and competing priorities.

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

## **CONTACT**

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Transportation Services  
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## **SIGNATURE**

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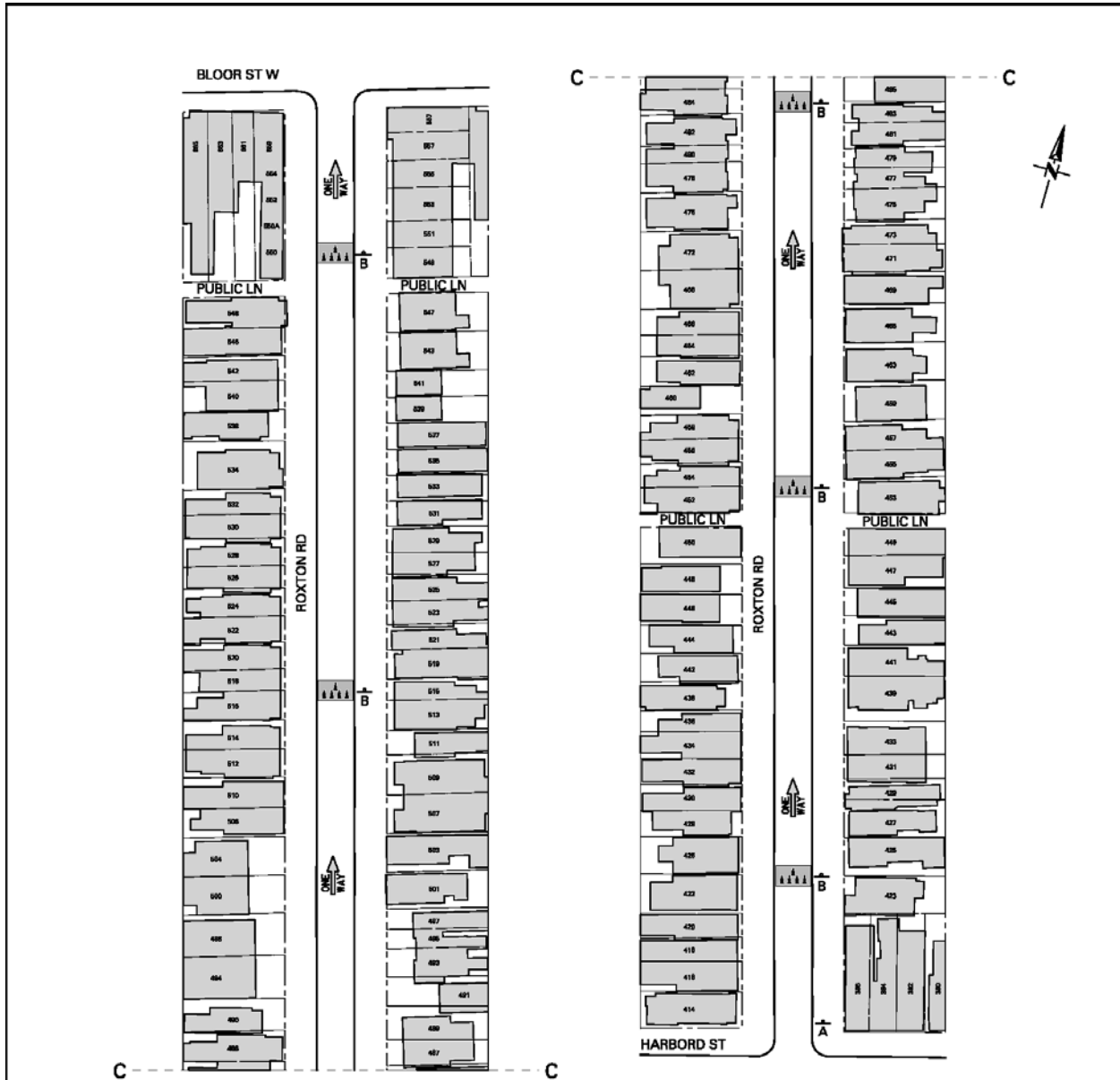
Roger Browne, M.A.Sc., P.Eng.,  
Acting Director,  
Traffic Management  
Transportation Services

## **ATTACHMENTS**

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1. Drawing No. 421G-3290, dated January 2019
2. Appendix A - Traffic Calming Warrant Criteria -  
Roxton Road, between Bloor Street West and Harbord Street
3. Appendix B - Letter from Toronto Fire Services, dated November 20, 2018

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**LEGEND**



**NOTE:**  
 EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.  
 SPEED HUMPS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS.

**ROXTON RD: BLOOR ST W TO HARBORD ST  
 PROPOSED SPEED HUMP LOCATION PLAN**

## Appendix 'A' - Traffic Calming Warrant Criteria

### Roxton Road, between Bloor Street West and Harbord Street

Warrant	Criterion	Requirement	Met/Not Met
<b>Warrant 1</b> Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street. <b>OR</b> A direct request from the Ward Councillor.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	<b>Met</b> – Direct request received from Ward Councillor's office (Motion, Item: TE34.161 was approved by TEYCC on July 4, 2018, directing Transportation Services to conduct a traffic study).
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	<b>Met</b> – There should be no traffic spill-over to adjacent streets
<b>Warrant 2</b> 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). <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered	<b>Met</b> – There is sidewalk present on both sides of the road
	2.2 Road Grade	Road grade 5% or less <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	<b>Met</b> – The road grade on Roxton Road 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
<b>Warrant 3</b> Technical Requirements  (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	85 <sup>th</sup> %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. <b>OR</b> On streets where the 85 <sup>th</sup> %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.	<b>Not Met</b> – Speed studies show 85 <sup>th</sup> percentile speed of 40 km/h in the northbound direction on Roxton Road, between Bloor Street West and Harbord 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
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 meters between stop controls (signals or stop signs)	
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	
			<b>Met</b> – No TTC service



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November 20, 2018

Rick Bartel  
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Transportation Services

**RE: Roxton Road, between Bloor Street West and Harbord 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 this proposed speed hump installation as it may impact our service delivery. The restriction imposed by a speed hump have a much greater impact on larger fire trucks than smaller vehicles. Response time increase with every obstacle fire vehicles 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 a delay 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 evaluated before physical measures are considered. Desired results may be obtainable without imposing a physical obstruction to emergency vehicles.

Thanks,

Terry Bruining  
Emergency Planning  
Toronto Fire Services