

Speed Hump Poll Results - Montrose Avenue

Date: June 7, 2019
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 Montrose Avenue, between College Street and Dundas Street West. The poll provided a response rate of less than the 50 percent plus one ballot required by the City 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 Montrose Avenue, between College Street and Dundas Street West, 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 Montrose Avenue, between College Street and Dundas Street West.

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, Toronto and East York Community Council adopted, as amended, Item TE3.51 recommended the installation of speed humps on Montrose Avenue, between College Street and Dundas Street West, subject to a favourable poll of residents

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE3.51>

COMMENTS

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 Montrose Avenue, between College Street and Dundas Street West. 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 the 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 Montrose Avenue are as follows:

Poll Results

No. of ballots mailed out	522	100%
No. of ballots received	165	32%
No. of ballots in favour	67	41%
No. of ballots opposed	66	40%
No. of ballots spoiled	32	19%

As shown in the above table, 165 of the 522 ballots mailed out were returned. The response rate of 32 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 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 Montrose 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 Recommendation

If, despite the findings above, Toronto and East York Community Council wishes to proceed with installing speed humps on Montrose Avenue, between College Street and Dundas Street West, the following alternate recommendation should be adopted:

1. Toronto and East York Community Council authorize the installation of traffic calming (speed humps) on Montrose Avenue, between College Street and Dundas Street West, 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 seven speed humps on Montrose Avenue, between College Street and Dundas Street West, generally as shown on "Drawing No. 421G-3291, dated January 2019" attached to the report entitled "Speed Hump Poll Results - Montrose Avenue" from the Acting Director, Traffic Management, Transportation Services.

The estimated cost for installing seven speed humps on Montrose Avenue is \$28,000.00. The installation of speed humps on Montrose Avenue 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

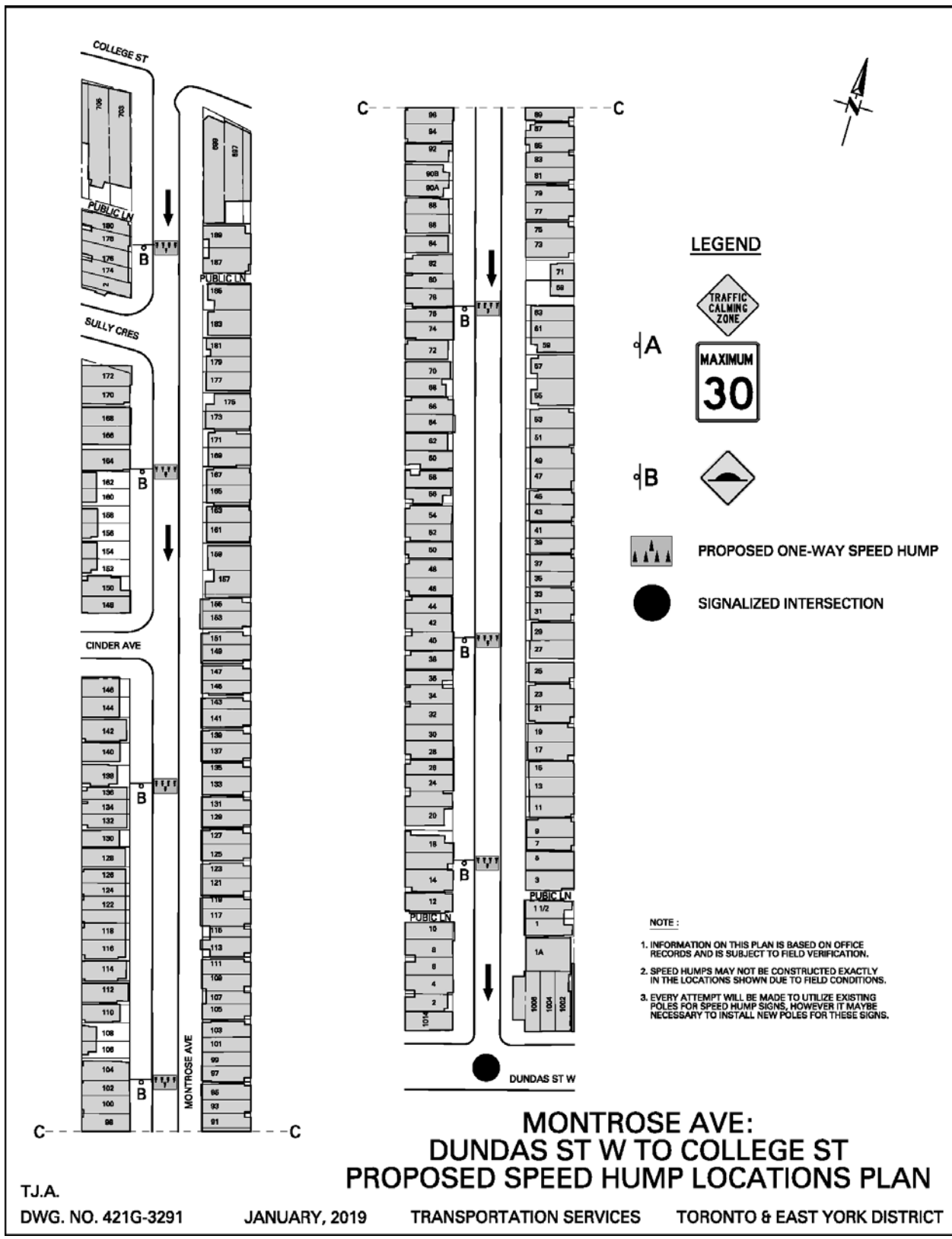
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SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3291, dated January 2019
2. Appendix A - Traffic Calming Warrant Criteria -
Montrose Avenue, between College Street and Dundas Street West
3. Appendix B - Letter from Toronto Fire Services, dated November 20, 2018



Appendix 'A' - Traffic Calming Warrant Criteria

Montrose Avenue, between College Street and Dundas Street West

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.	Met – Direct request received from Ward Councillor's office (Motion, Item: TE34.160 was approved by TEYCC on July 4, 2018, directing Transportation Services to conduct a traffic study).
		Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	
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 Montrose Avenue 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 40 km/h in the southbound direction on Montrose Avenue, between College Street and Dundas Street West.
	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)	
			Met – No TTC service

November 20, 2018

Rick Bartel
Transportation Technologist
Transportation Services

RE: Montrose Avenue, between College Street and Dundas Street West - 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 vehicles than smaller passenger 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