

Speed Hump Poll Results - Glenwood Crescent

Date: January 20, 2020
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 19, Beaches - East York

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, upon request from Councillor Brad Bradford, has reviewed the need for traffic calming, specifically the installation of speed humps on Glenwood Crescent, between Glenwood Terrace and St. Columba Place.

Based on our assessment, the criteria as set out in the Traffic Calming Policy on the subject section of Glenwood Crescent, has not been satisfied. Therefore, traffic calming (speed humps) should not be installed on the subject section of Glenwood Crescent.

RECOMMENDATION

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 Glenwood Crescent, between Glenwood Terrace and St. Columba Place.

FINANCIAL IMPACT

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

DECISION HISTORY

At its meeting on November 15, 2016, Toronto and East York Community Council adopted, as amended, Item TE20.57 and, in so doing, requested the City Clerk to poll eligible householders on Glenwood Crescent, between O'Connor Drive and Glenwood Terrace, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.TE20.57>

COMMENTS

Councillor Brad Bradford requested that Transportation Services report on the results of the traffic calming results in August 2016, and poll undertaken in January 2017, regarding the installation of speed humps on Glenwood Crescent.

Analysis

Transportation Services conducted three days of mid-block speed and volume studies on Glenwood Crescent, between Glenwood Terrace and St. Columba Place, in August 2016. It should be noted that the studies are based on the warranted speed limit of 40 km/h.

The studies found the vehicular operating speeds to be in the range of 43 to 45 km/h. The operating speed, also known as the 85th percentile speed, is the speed at which 85 per cent of vehicles travel at, or below.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that Glenwood Crescent, between Glenwood Terrace and St. Columba Place does not satisfy the installation criteria for traffic calming devices. More specifically:

- The operating speed of 43 to 45 km/h is under the required minimum of 10 km/h over the warranted speed limit (40 km/h for a local road).

Therefore, the installation of traffic calming Glenwood Crescent, between Glenwood Terrace and St. Columba Place, is not warranted. Refer to Decision History for additional information.

Polling Results

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 Glenwood Crescent are as follows:

Ballot Distribution	
Ballots Sent to Voters:	163
Ballots Returned Due to Invalid Address:	17
Ballots Received By Voters:	146

Minimum Response Rate		
Ballots Needed to Proceed:	74	(50% + 1 ballot)
Ballots Received by City Clerks:	70	42%
Minimum Response Rate Met	No	

Results		
Ballots In Favour:	41	58%
Ballots Opposed:	25	36%
Ballots Spoiled:	4	6%
Ballots Blank:	0	0%
'In Favour' replies needed to proceed:	N/A	(60%)
Final Result	Response Rate Not Met	

As shown above, 70 out of 163 ballots mailed out were returned. The response rate of 42 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.

Under the Polling Policy, residents of Glenwood Crescent were notified in writing by the City Clerk that the speed hump poll on this street did not satisfy the required criteria and that follow-up poll could not be conducted for a period of two years.

Although a two-year moratorium date is imposed on further polling, the previously polled residents of Glenwood Crescent, between, O'Connor Drive and Glenwood Terrace are now eligible for re-polling, along with the current requested polling segment between Glenwood Terrace and St. Columba Place.

Emergency Services Comments

Consultation with emergency services (Toronto Police Service, 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 Police Service have provided their comments in their email dated January 8, 2019 stating that traffic calming slow down and impede police/fire/ambulance vehicles. Comments have not been received from the Toronto Fire Services or Toronto Paramedic Services.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council wishes to proceed with installing speed humps on Glenwood Crescent, between Glenwood Terrace and St. Columba Place, the following alternate recommendations should be adopted:

"That the Toronto and East York Community Council direct that:

1. The Acting Director of Transportation Services, Toronto and East York District request the City Clerk to poll eligible householders on Glenwood Crescent, between Glenwood Terrace and St. Columba Place, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.
2. Subject to favourable results of the poll, the City Solicitor prepare a by-law to alter sections of the roadway on Glenwood Crescent, between Glenwood Terrace and St. Columba Place, for traffic calming purposes, generally as shown on 'Drawing No. 421G-2296, dated October 2016, attached to the report entitled 'Speed Hump Poll Results - Glenwood Crescent' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing five speed humps on the subject section of Glenwood Crescent is \$20,000. Installation would be subject to availability in Transportation Services 2021 Capital Funding estimates and competing priorities.

Conduct Poll

The City of Toronto Traffic Calming Policy stipulates residents who would be directly affected by installing speed humps must be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zones), of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. This section of Glenwood Crescent is not designated as a Community Safety Zone. Should Toronto and East York Community Council approve the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Glenwood Crescent, between Glenwood Terrace and St. Columba.

If the poll supports the installation of speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

City Council, at its meeting held on May 22, 23 and 24, 2018 adopted, as amended, Public Works and Environment Committee Item PW29.6 entitled "Next Steps on Traffic Safety Measures" and, in so doing, delegated to community councils the authority to waive petition and polling requirements for traffic calming measures. As such, this option is also available to Community Council.

Councillor Brad Bradford has been advised of the recommendation of this staff report.

CONTACT

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SIGNATURE

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ATTACHMENTS

1. Drawing No. 421G-2296, dated October 2016

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