

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

Date: January 14, 2020  
To: Toronto and East York Community Council  
From: Acting Director, Traffic Management, Transportation Services  
Wards: Ward 12, Toronto - St. Paul's

### **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.

Transportation Services is reporting on the results of the traffic calming poll undertaken on Lonsdale Road, between Spadina Road and Russell Hill Road. The poll provided a response rate of less than the 50 percent plus one ballot required by the Traffic Calming Policy to confirm that there is a favourable consensus in the community to install speed humps on the subject section of Lonsdale Road.

Accordingly, continuing the process to install speed humps on Lonsdale Road, between Spadina Road and Russell Hill Road, is not recommended.

### **RECOMMENDATION**

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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 Lonsdale Road, between Spadina Road and Russell Hill Road.

### **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 on September 16, 2019, Toronto and East York Community Council adopted, as amended, Item TE8.55 and, in so doing, authorized the installation of speed humps on Lonsdale Road, between Spadina Road and Russell Hill Road, subject to a favourable poll of residents. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE8.55>

## COMMENTS

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Councillor Josh Matlow requested Transportation Services to report on the results of the poll undertaken in November 2019, regarding the installation of speed humps on Lonsdale Road, between Spadina Road and Russell Hill Road. 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 Lonsdale Road are as follows:

### Poll Results

No. of ballots mailed out	172	100%
No. of ballots received	51	30%
No. of ballots in favour	37	72%
No. of ballots opposed	7	14%
No. of ballots spoiled	7	14%

As shown above, 51 out of 172 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 Service, 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 October 8, 2019 (Appendix A). Comments have not been received from the Toronto Police Service or Toronto Paramedic Services.

### **Notification of Residents**

Under the Polling Policy, residents of Lonsdale 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 Lonsdale Road, between Spadina Road and Russell Hill Road, the following alternate recommendations should be adopted:

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

1. The installation of traffic calming (speed humps) on Lonsdale Road, between Spadina Road and Russell Hill Road be authorized, despite poll results that did not satisfy the polling criteria for the installation of speed humps pursuant to the City's Traffic Calming Policy.
2. The City Solicitor prepare a by-law to alter the roadway to install four speed humps on Lonsdale Road, between Spadina Road and Russell Hill Road, generally as shown on 'Drawing No. 421G-3498, dated August 2019' attached to the report entitled 'Speed Hump Poll Results - Lonsdale Road' from the Acting Director, Traffic Management, Transportation Services."
3. Reduce the speed limit from 40 km/h to 30 km/h on Lonsdale Road, between Spadina Road and Russell Hill Road, in conjunction with the installation of speed humps.

The estimated cost for installing four speed humps on Lonsdale Road is \$16,000.00. The installation of speed humps on Lonsdale Road would be subject to availability in Transportation Services 2020 Capital Funding estimates and competing priorities.

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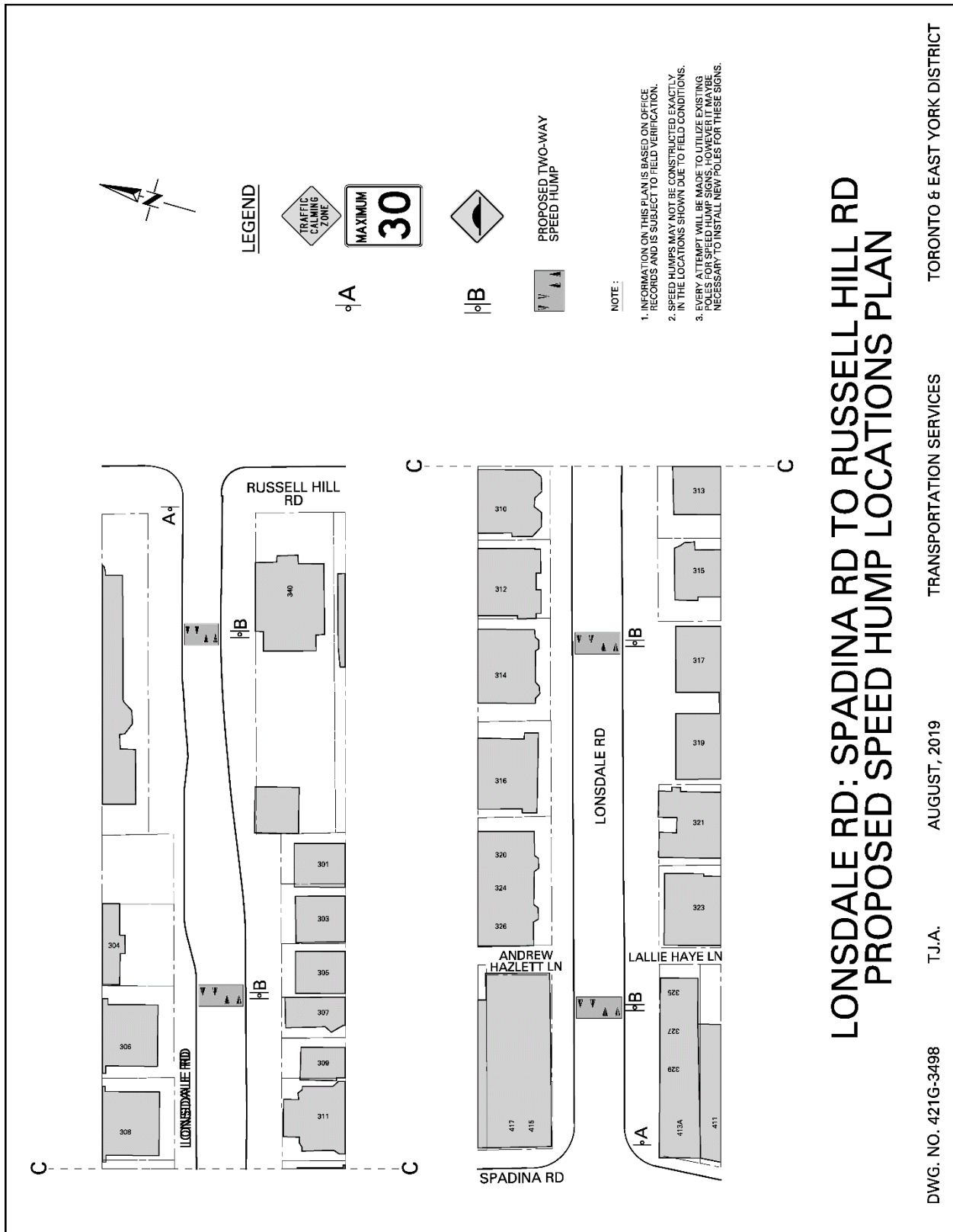
Roger Browne, M.A.Sc., P.Eng.,  
Acting Director,  
Traffic Management  
Transportation Services

## **ATTACHMENTS**

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1. Drawing No. 421G-3498, dated August 2019
2. Appendix A - Letter from Toronto Fire Services, dated October 8, 2019

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October 8, 2019

Rick Bartel  
Transportation Technologist,  
Toronto and East York District  
Transportation Services

**RE: Lonsdale Road, between Spadina Road and Russell Hill 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 the proposed speed hump installation as it may negatively impact our service delivery. The physical restriction imposed by a speed hump have a much greater impact on large fire vehicles. Response time increase with every obstacle encountered on route to any emergency incident and the cumulative impact of several speed hump can be a significant amount of time.

It is important that the all individuals directly affected by this installation be made fully aware of the potential negative effects of the calming device. Careful consideration must be given to accepting a delay to emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic.

Fire Services recommends that non-physical measures (reduce speed limits or prohibited turns) be considered before physical measures are implemented. Desired results may be obtainable without imposing a physical obstruction to emergency vehicles.

Regards,

Terry Bruining  
Emergency Planning  
Toronto Fire Services