

Traffic Calming Poll Results - Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection)

Date: February 4, 2021
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services is reporting on the results of the traffic calming poll undertaken on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection). Polling ballots were mailed to the affected residents on November 10, 2020 to determine the level of support in the community for the proposed installation of speed humps. Only 29% of the residents who received the ballots responded, as a result the minimum response rate of 50% plus 1 votes needed to proceed with the installation was not achieved. Therefore, staff do not recommend the installation of speed humps on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection)

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council not authorize the installation of traffic calming (speed humps) on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection).

FINANCIAL IMPACT

There are no financial impacts resulting from the adoption of the recommendation in this report.

If Etobicoke York Community Council amends the recommendation in this report and authorizes the installation of speed humps on Clearview Heights, the estimated cost of Installing five speed humps is \$20,000. Funding would be subject to availability and competing priorities within the Transportation Services Interim 2021 Capital Budget.

DECISION HISTORY

At its meeting of January 8, 2020, Etobicoke York Community Council adopted, as amended, Item EY12.8 "Traffic Calming - Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection)" and, in so doing, recommended that a survey of property owners/occupants on Clearview Heights be conducted to determine community support for a proposed traffic calming plan. As requested, the City Clerk, Elections and Registry Services Division conducted a survey that was mailed to property owners and occupants on November 10, 2020. The survey was designed to measure community support for the installation of speed humps on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection).

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EY12.8>

COMMENTS

The Ward Councillor has requested Transportation Services to report on the results of the poll undertaken in November 2020, regarding the installation of speed humps on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection). The Traffic Calming Policy adopted by City Council requires that staff undertake a poll of eligible voters on streets being considered for traffic calming and consult with Emergency Services. The poll will be considered in favour of traffic calming if it satisfies the following requirements:

- A response rate of 50 percent plus one
- A response rate of 25 percent if the subject street is within a Community Safety Zone or a School Speed Zone
- A support rate of at least 60 percent of the valid responses

As Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection) is not within a designated Community Safety Zone nor a School Speed Zone, the 50 percent plus one response rate is required.

Poll Results

The City Clerk received back 166 ballots of the 572 that were mailed out. This is a response rate of 29 percent and less than the required minimum of 50 percent plus one. Of the 166 ballots received back, Table 1 summarizes the level of support for speed humps.

Table 1: Poll Results - Support for Speed Humps on Clearview Heights

Response Type	Number of ballots	Percentage
In Favour	150	90%
Opposed	9	6%
Spoiled Ballot	7	4%

The poll is deemed to be a negative poll as the response rate was 29 percent which is less than the required minimum of 50 percent plus one.

Alternate Recommendations

If, despite the findings above, Etobicoke York Community Council decides to proceed with installing speed humps on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection), it may approve the following as to form:

"That the Etobicoke York Community Council:

1. Authorize the installation of traffic calming (speed humps) on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection), 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. Direct the City Solicitor to prepare a by-law to alter the roadway to install five speed humps on Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection), generally as shown on Drawing EY19-094, dated November 2019 attached to the report entitled "Traffic Calming Poll Results - Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection)" from the Acting Director, Traffic Management, Transportation Services.

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. Emergency services were advised of this proposal. Toronto Fire Services responded and advised they do not support the installation of speed humps as it may negatively impact their service delivery. A copy of their full response is included in Attachment 2. Toronto Paramedic Services and Toronto Police Service have not provided comments back at the time of writing this report. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

Notification of Residents

As per the Polling Policy, residents of Clearview Heights 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 Etobicoke 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.

The Ward Councillor has been advised of the recommendation in this report.

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SIGNATURE

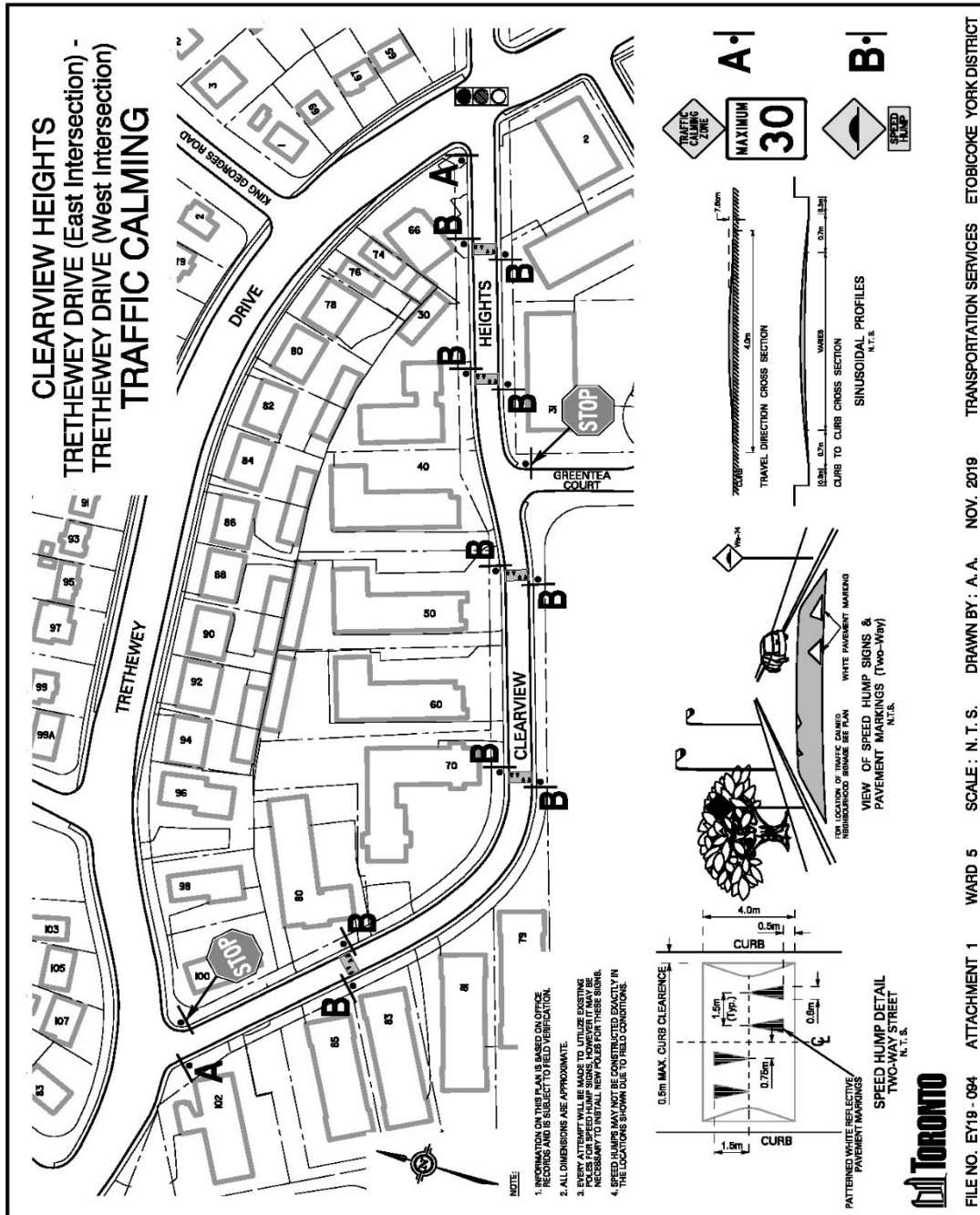
Roger Browne, M.A.Sc., P. Eng.
Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection)

Attachment 2: Letter from Toronto Fire Services dated January 20, 2021

Attachment 1: Map - Clearview Heights, between Trethewey Drive (east intersection) and Trethewey Drive (west intersection)



Attachment 2: Letter from Toronto Fire Services dated January 20, 2021



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January 20, 2021

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RE: Clearview Heights - Evaluation for installation of traffic calming devices.

I am in receipt of the proposal for installation of traffic calming measures (speed humps) on Clearview Heights and provide the following comments.

Fire Services does not support this proposed speed hump installation as it may negatively impact delivery of service. The physical restriction imposed by a speed hump have a much greater impact on larger 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 all individuals directly affected by the proposed speed hump installation be made fully aware of the potential negative effects of any 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 would recommend that non-physical measures (reduce speed limits or prohibited turns) be considered before any physical measures are implemented.

Regards,

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