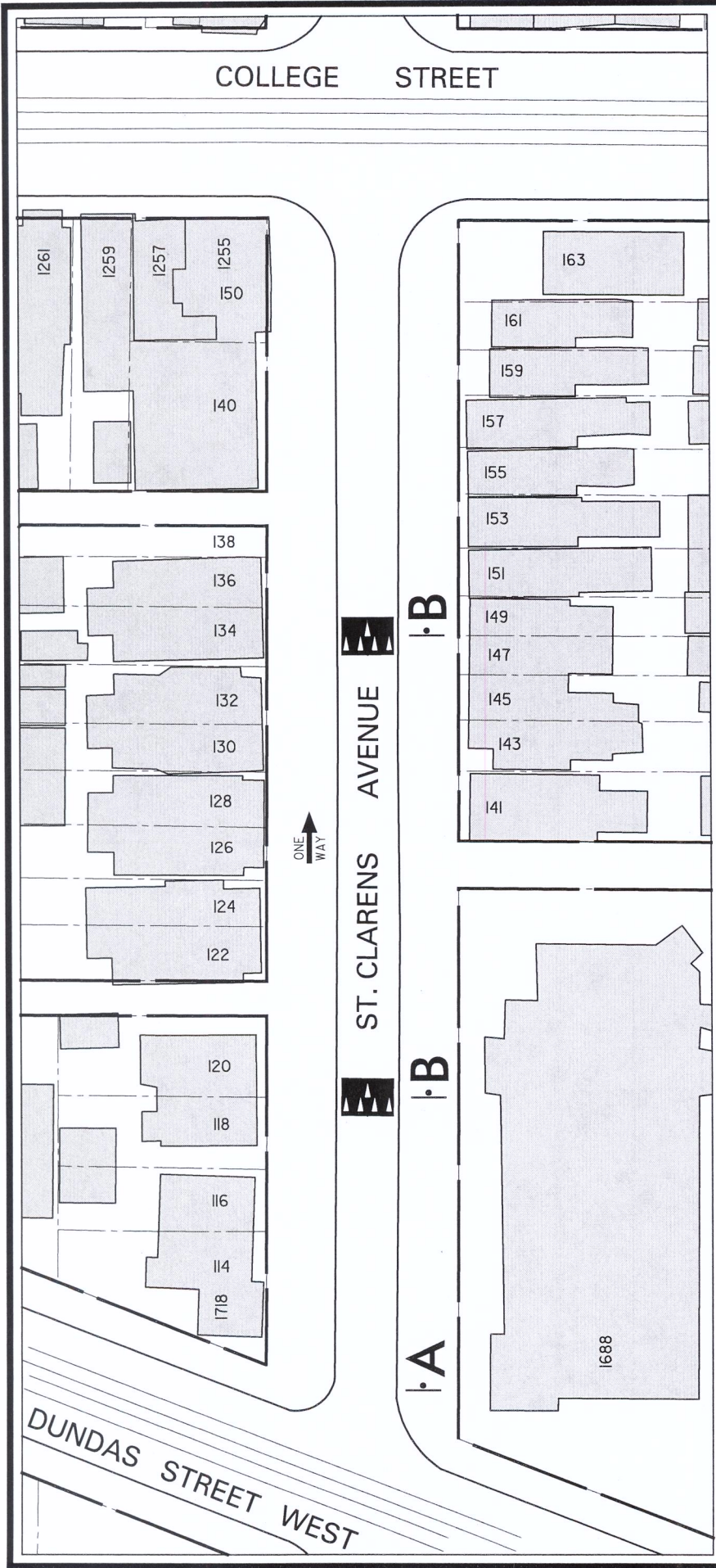
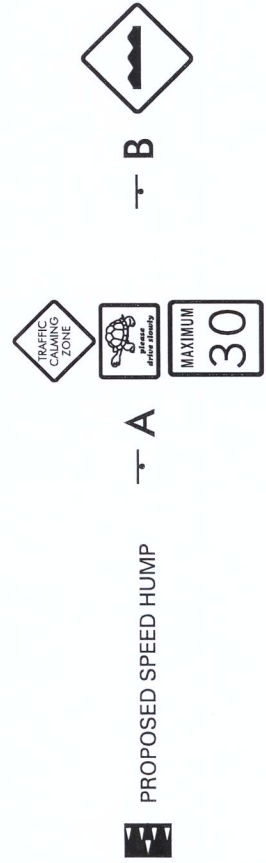


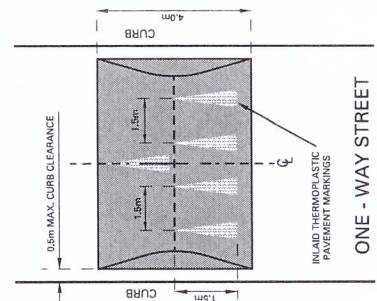


# ST. CLARENS AVENUE : COLLEGE STREET - DUNDAS STREET WEST PROPOSED SPEED HUMP LOCATIONS PLAN

## LEGEND



- NOTE:
- 1) INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.
  - 2) 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.
  - 3) SPEED HUMP SIGNS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS.



## Appendix A



Gary Welsh  
Acting Deputy City Manager

Emergency Planning  
Research & Development

Manick Noormahamud,  
BS, FIFire E, CFEI  
District Chief

Fire Services  
4330 Dufferin Street  
Toronto, Ontario  
M3H 5R9

Tel: 416-338-9512  
Fax: 416-338-9527

May 17, 2011

Stephen C. Brown  
Traffic Engineer  
17<sup>th</sup> Floor, Metro Hall  
55 John Street  
Toronto, Ontario M5V 3C6

**Re: Traffic Calming Measures – St. Clarens Avenue, between Dundas Street West and College Street – Evaluation for the Installation of Speed Humps**

Dear Mr. Brown:

I am in receipt of the proposal for installation of traffic calming measures (speed humps). I have the following comments.

Toronto Fire Services is supportive of initiatives that will improve the life safety for citizens of, and visitors to, the City of Toronto. Our concern is that the physical calming measures being proposed may negatively impact emergency response to the area.

Fire Services is opposed to this speed hump installation as they will slow our responding vehicles and affect our ability to deliver service in the quickest possible manner. The effectiveness of our services is directly proportional to the time it takes to receive notification, travel to the incident and begin operations. The vertical restrictions imposed by speed humps have a much greater effect on large fire vehicles than smaller passenger vehicles. Response time increases with every obstacle a fire vehicle encounters en-route from the fire station to the incident. Although the increase at each hump may only be seconds, the cumulative effect can be a significant amount of time. A thirty-second delay (3 to 4 humps) is enough to alter the outcome of an incident from a successful fire extinguishment with minimal property damage and rescue of all occupants to complete structure loss with fire fatalities.

It is imperative that the individuals directly affected by this installation be made fully aware of the potential negative effects of the proposed calming devices, particularly because **this application does not meet the criteria as set out in the policy for speed humps**. Careful consideration must be given to accepting delays of emergency response vehicles as a trade-off to combat the risks presented by regular vehicle traffic.

May 17, 2011  
Stephen C. Brown

Fire Services recommends that non-physical measures (speed limits or prohibited turns) be implemented and evaluated before physical forms are considered. Desired results may be obtained without imposing a physical obstruction to emergency vehicles. The impact of a speed hump installed in a segment of a street is difficult to evaluate without accounting for all measures that exist on the surrounding streets. It is our opinion that traffic calming measures need to be evaluated on a network-wide basis to better assess the impact to the entire response area.

Yours truly,

 Manick Noormahamud, BS, FIFire E, CFEI  
District Chief  
Emergency Planning Research & Development  
Toronto Fire Services

Copy: Councillor Ana Bailão  
Ron Hamilton, Manager – Traffic Operations  
Caroline Mellor, EMS Ambulance Services Division  
Chief William Blair, Toronto Police Services, 40 College Street, Toronto, Ontario M5G 2J3,  
Attn: Staff Sgt. Michael Matic, 13 Division  
TFS EPRD File



Appendix B

Ian Attard, EMCA, BHA  
EMS Planner

Toronto Emergency Medical Services  
Headquarters  
4330 Dufferin St.  
Toronto, Ontario M3H 5R9

Tel: 416-392-2265  
Fax: 416-696-3603  
iattard@toronto.ca  
www.toronto.ca

June 9th, 2011  
Mr. Stephen Brown  
Traffic Engineer/Planner  
Toronto and East York District  
17<sup>th</sup> Floor, Metro Hall  
Toronto, Ontario  
M5V 3C6

**Re: Traffic Calming Measures – St. Clarens Avenue, between Dundas Street West and College Street – Evaluation for the Installation of Speed Humps**

Dear Mr. Brown:

I have received and reviewed the Traffic Calming Measures – St. Clarens Avenue, between Dundas Street West and College Street – Evaluation for the Installation of Speed Humps. I have the following comments:

Toronto Emergency Medical Services (EMS) is supportive of initiatives that improve the safety of the Toronto community. Pedestrian safety is a key component of a healthy neighbourhood and new opportunities and initiatives should be explored to enhance this component. However, the installation of the proposed road installations creates concern for Toronto EMS.

Under Warrant 2.3 of the Toronto Traffic Calming Policy, the proposed traffic calming measures must not impact emergency services significantly. It is believed that the proposed installation of speed humps on St. Clarens Avenue may negatively affect the access and egress of EMS units responding to emergency requests for service in the area.

Although we have some concerns about the proposed project, we are committed to working with you to develop solutions that will enhance the community's health and safety.

Please keep us informed about the Traffic Calming Measures – St. Clarens Avenue, between Dundas Street West and College Street – Evaluation for the Installation of Speed Humps.

All the best,

Ian Attard, EMCA, BHA  
EMS Planner  
Toronto EMS

Copy: Councillor: Ana Bailao

Ron Hamilton, Manager – Traffic Operations

Chief William Blair, Toronto Police Services, 40 College Street, Toronto, Ontario M5G 2J3, Attn: Staff Sgt.

Michael Matic, 13 Division

District Chief, Manick Noormahamud, Emergency Planning, Toronto Fire, 4330 Dufferin Street, Toronto, Ontario  
M3H 5R9

Appendix C



## Toronto Police Service

40 College Street, Toronto, Ontario, Canada. M5G 2J3  
(416) 808-2222 FAX (416) 808-8202  
Website: [www.TorontoPolice.on.ca](http://www.TorontoPolice.on.ca)



William Blair  
Chief of Police

File Number: .....

June 6, 2011

Mr. Steven Brown  
Traffic Engineer  
17<sup>th</sup> Floor, Metro Hall  
55 John Street  
Toronto, Ontario  
M5V 3C6

Dear Mr. Brown

RE: St. Clarens Avenue traffic calming measures, between Dundas Street W. and College Street

I am in receipt of your proposals for traffic calming measures. The Toronto Police Service supports efforts that increase traffic safety for residents the travelling public.

St. Clarens Avenue is not a critical artery for police vehicles. The reduction in the speed limit or the installation of speed humps will not adversely affect police operations. However, based on a survey of traffic officers patrolling this area, speeding or unsafe driving habits are not a concern. Enforcement activities focused on St Clarens Avenue is not warranted. There appears to be no significant risk to public safety in this area due to traffic flow.

Sincerely,

Ruth White  
Superintendent  
14 Division