

NOTE:
 INFORMATION ON THIS PLAN IS BASED
 ON OFFICE RECORDS AND IS SUBJECT
 TO FIELD VERIFICATION.

DONORA DRIVE DAWES ROAD - VICTORIA PARK AVENUE LOCATION PLAN

S.J.L.

DWG. NO. 421G-0548

JANUARY, 2012

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT

APPENDIX A

Table 1: Traffic Calming Warrant Criteria

Donora Drive, between Victoria Park Avenue and Dawes Road

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 for the Ward Councillor. Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Direct request for Ward Councillor and petition (June 7, 2011)
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met –there should be minimal traffic spillover to adjacent streets, which should have minimal operational impacts.
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 – continuous sidewalk on both sides of Donora Drive.
	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 – Road grade of Donora Drive 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.	TBD – No comments solicited from EMS at this time.
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 the warranted speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled. OR On streets where the 85 th %ile speed exceeds the warranted 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 %ile as 45 km/h (November, 2011)
	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)	Met – Street segment is more than 120 metres between stop controls
	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

Appendix B



Shamez Kassam
Superintendent, EMS Planning

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January 13, 2012

Mr. Peter Ip
Traffic Technologist
17th Floor, Metro Hall
Toronto, Ontario M5V 3C6

**Re: Traffic Calming Measures – Donora Drive, between Victoria Park Avenue and Dawes Road
– Evaluation for the installation of speed humps.**

Dear Mr. Ip,

I have received and reviewed the proposal for installation of traffic calming measures for Donora Drive, between Victoria Park Avenue and Dawes Road. I have the following comments:

Toronto Emergency Medical Services (EMS) is supportive of community initiatives that improve the safety of all citizens, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood and we endeavour to support the wishes of the community to implement measures to improve upon these components. We look to the City's Traffic Calming Policy and its Warrant Criteria for guidance in our assessments and recommendations.

As documented in the in the Traffic Calming Policy, Toronto EMS has concerns regarding the usage of traffic calming measures, especially vertical obstacle measures such as speed humps, as there are negative effects on emergency call response times, travel times to hospital and on patient comfort during transport. This delay is cumulative with each obstacle and can directly impact upon patient outcome.

It is noted that this proposal does not meet the Warrant Criteria as set out in the Policy and as such, Toronto EMS is opposed to the installation of speed humps on Donora Drive, between Victoria Park Avenue and Dawes Road. It is important that the applicant(s) fully understand the potential for delay in emergency response and that alternatives to vertical measures be considered and evaluated.

Yours truly,

Shamez Kassam
Superintendent, EMS Planning
Toronto EMS

Copy: Councillor Janet Davis, Beaches-East York – Ward 31, Suite C56, City Hall, Toronto, Ontario, M5H 2N2
Jacqueline White, Manager - Traffic Operations, Toronto and East York District, East Area
Toronto Police Services, 40 College Street, Toronto, Ontario M5G 2J3
Attn: Superintendent Greg Cole, 55 Division
District Chief, Manick Noormahamud, Emergency Planning, Toronto Fire, 4330 Dufferin Street
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Appendix C



John Livey
Deputy City Manager

Emergency Planning
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Manick Noormahamud,
BS, Fire E, CFEI
District Chief

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January 16, 2012

Peter Ip
Traffic Technologist
17th Floor, Metro Hall
55 John Street
Toronto, Ontario M5V 3C6

Re: Traffic Calming Measures – Donora Drive, between Victoria Park Avenue and Dawes Road – Evaluation for the Installation of Speed Humps

Dear Mr. Ip:

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.

Peter Ip
January 16, 2012

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, Fire E, CFEI
District Chief
Emergency Planning Research & Development
Toronto Fire Services

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Jacqueline White, P.Eng., Manager – Traffic Operations
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TFS EPRD File