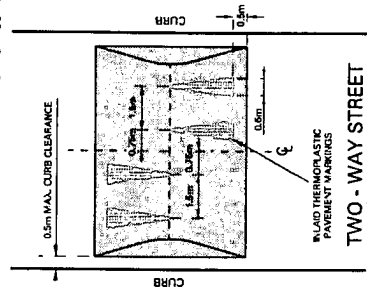


**PARKMOUNT ROAD : MOUNTJOY AVENUE - FELSTEAD AVENUE
PROPOSED TRAFFIC CALMING**



LEGEND

- TRAFFIC CALMING SIGN
- PROPOSED SPEED HUMPS A
- PROPOSED SPEED HUMPS B
- MAXIMUM 30

NOTE:
 INFORMATION ON THIS PLAN IS SUBJECT TO FIELD VERIFICATION. ALL DIMENSIONS ARE APPROXIMATE.
 EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMPS SIGNS, HOWEVER IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.
 SPEED HUMPS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS.

Appendix A

Table 1: Traffic Calming Warrant Criteria

Parkmount Road, between Felstead Avenue and Mountjoy Avenue

Warrant	Criterion	Requirement	Met/Not Met		
Warrant 1 Petition	1.1 Petition	<p>A petition requesting traffic calming must be signed by at least 25% of households on the street.</p> <p style="text-align: center;">OR</p> <p>A direct request for the Ward Councillor.</p> <p style="text-align: center;">Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</p>	Met – petition received from residents		
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	<p>Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification).</p> <p style="text-align: center;">OR</p> <p>Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered</p>	Met – continuous sidewalk on both sides of Parkmount Road.		
	2.2 Road Grade	<p style="text-align: center;">Road grade 5% or less</p> <p style="text-align: center;">OR</p> <p>Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.</p>	Met – Road grade of Parkmount Road 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.	Letter received from Fire Services and EMS - see Appendices B and C. No response from Police at this time		
Warrant 3 Technical Requirements (all four criteria must be fulfilled to satisfy this warrant)	3.1 Minimum Speed	<p>85th %ile speed is a minimum of 10 km/h (but less than 15 km/h) over the warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled.</p> <p style="text-align: center;">OR</p> <p>On streets where the 85th %ile speed exceeds the warranted speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.</p>	NOT MET – Speed studies show 85 th %ile as 41km/h (Nov. 2011)		
	3.2 Min. and Max. traffic Volume	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day</td> <td style="width: 50%; text-align: center;">Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day</td> </tr> </table>	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	NOT MET – Local Road with 468 veh./day (Nov. 2011)
	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			

John Livey
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January 16, 2012

Brian Holditch
Transportation Technologist
17th Floor, Metro Hall
55 John Street
Toronto, Ontario M5V 3C6**Re: Traffic Calming Measures – Parkmount Road, between Felstead Avenue and Mountjoy Avenue – Evaluation for the Installation of Speed Humps**

Dear Mr. Holditch:

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.

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

Copy: Councillor Paula Fletcher
Jacqueline White, P.Eng., Manager – Traffic Operations
EMS Ambulance Services Division
Chief William Blair, Toronto Police Services, 40 College Street, Toronto, Ontario M5G 2J3,
Attn: Supt. Frank Bergen, 55 Division (Fax 416-808-5502)
TFS EPRD File

Appendix C



Shamez Kassam
Superintendent, EMS Planning

Toronto Emergency Medical Services
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4330 Dufferin St.
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January 13, 2012

Mr. Brian Holditch
Transportation Technologist
Transportation Services
17th Floor, Metro Hall
Toronto, Ontario M5V 3C6

Re: Traffic Calming Measures – Parkmount Road, between Felstead Avenue and Mountjoy Avenue – Evaluation for the installation of speed humps.

Dear Mr. Holditch,

I have received and reviewed the proposal for installation of traffic calming measures for Parkmount Road, between Felstead Avenue and Mountjoy Avenue. I have the following comments:

Toronto Emergency Medical Services (EMS) is supportive of community initiatives that improve the safety all citizens of, 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 Parkmount Road, between Felstead Avenue and Mountjoy Avenue. 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 Paula Fletcher, Toronto - Danforth – Ward 30, Suite C44, 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, 55 Division
District Chief, Manick Noormahamud, Emergency Planning, Toronto Fire, 4330 Dufferin Street
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