

Mimico Neighbourhood Mobility Plan

Date: May 16, 2024

To: Etobicoke York Community Council

From: Director, Planning, Design and Management, Transportation Services

Wards: Ward 3, Etobicoke-Lakeshore

SUMMARY

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

The purpose of this report is to share the findings from the Mimico Neighbourhood Mobility Plan (NMP), a study led by Transportation Services at the request of Etobicoke York Community Council in 2018. The study encompassed an assessment of existing conditions in the study area, analyses to determine appropriate changes to the streets, and a multi-staged engagement process with the public and community organizations.

This report summarizes the study findings and recommends road safety and traffic management changes that can be implemented in the Mimico neighbourhood. Recommended changes include traffic calming measures, installation of all-way stop controls, and residential on-street permit parking.

RECOMMENDATIONS

The Director, Planning, Design and Management, Transportation Services recommends that:

1. Etobicoke York Community Council authorize the installation of traffic calming (speed humps) and direct the City Solicitor to prepare a by-law to alter sections of the roadway to install:

- a. 3 speed humps on Lake Crescent, between Royal York Road and Lake Shore Boulevard West for traffic calming purposes, generally as shown on Attachment 3 and Attachment 4, dated April 2024;
- b. 2 speed humps on Symons Street, between Royal York Road and Central Street for traffic calming purposes, generally as shown on Attachment 5, dated April 2024;

- c. 3 speed humps on George Street between Hillside Avenue and Mimico Avenue for traffic calming purposes, generally as shown on Attachment 6, dated April 2024;
- d. 7 speed humps on Wheatfield Road, between Symons Street and Mimico Avenue for traffic calming purposes, generally as shown on Attachment 7 and Attachment 8, dated April 2024;
- e. 2 speed humps on Hillside Avenue, between Wheatfield Road and Lake Shore Boulevard West for traffic calming purposes, generally as shown on Attachment 9 and Attachment 10, dated April 2024;
- f. 4 speed humps on Queens Avenue, between Lake Shore Boulevard West and Mimico Avenue for traffic calming purposes, generally as shown on Attachment 11, dated April 2024;
- g. 4 speed humps on Queens Avenue, between Mimico Avenue and Superior Avenue for traffic calming purposes, generally as shown on Attachment 12 and Attachment 13, dated April 2024;
- h. 3 speed humps on Elizabeth Street, between Mimico Avenue and Stanley Avenue for traffic calming purposes, generally as shown on Attachment 14, dated April 2024;
- i. 4 speed humps on Station Road, between Mimico Avenue and Cavell Avenue for traffic calming purposes, generally as shown on Attachment 15 and Attachment 16, dated April 2024;
- j. 4 speed humps on Superior Avenue, between Lake Shore Boulevard West and Cavell Avenue for traffic calming purposes, generally as shown on Attachment 17 and Attachment 18, dated April 2024;
- k. 3 speed humps on Stanley Avenue, between Superior Avenue and Burlington Street for traffic calming purposes, generally as shown on Attachment 19, dated April 2024;
- l. 4 speed humps on Albert Avenue, between Lake Shore Boulevard West and Cavell Avenue for traffic calming purposes, generally as shown on Attachment 20 and Attachment 21, dated April 2024;
- m. 4 speed humps on Burlington Street, between Lake Shore Boulevard West and Cavell Avenue for traffic calming purposes, generally as shown on Attachment 22 and Attachment 23, dated April 2024;
- n. 2 speed humps on Alexander Street, between Lake Shore Boulevard West and Victoria Street for traffic calming purposes, generally as shown on Attachment 24, dated April 2024;
- o. 10 speed humps on Cavell Avenue, between Royal York Road and Burlington Street for traffic calming purposes, generally as shown on Attachment 25 and Attachment 26, dated April 2024;
- p. 6 speed cushions on Mimico Avenue, between Royal York Road and Lake Shore Boulevard West for traffic calming purposes, generally as shown on Attachment 27 and Attachment 28, dated April 2024.

2. Subject to approval of Recommendation 1 above, Etobicoke York Community Council reduce the speed limit from 40 km/h to 30 km/h in conjunction with the installation of speed humps on:

- a. Cavell Avenue, between Burlington Street and Royal York Road;
- b. Eastbourne Crescent, between Royal York Road and Symons Street;

- c. Hillside Avenue, between Wheatfield Avenue and Royal York Road (north intersection);
- d. Queens Avenue, between Lake Shore Boulevard West and Superior Avenue.

3. Etobicoke York Community Council not authorize the installation of traffic calming (speed humps) and not direct the City Solicitor to prepare a by-law to alter sections of the roadway to install:

- a. 3 speed humps on Stanley Avenue, between Royal York Road and Queens Avenue for traffic calming purposes, generally as shown on Attachment 29, dated April 2024;
- b. 1 speed humps on Stanley Avenue, between Queens Avenue and Superior Avenue for traffic calming purposes, generally as shown on Attachment 30, dated April 2024;
- c. 1 speed hump on Symons Street, between Central Street and Lake Shore Boulevard West for traffic calming purposes, generally as shown on Attachment 31, dated April 2024;
- d. 2 speed humps on Victoria Street, between Burlington Street and Louisa Street for traffic calming purposes, generally as shown on Attachment 32, dated April 2024.

4. Etobicoke York Community Council authorize an all-way compulsory stop control at the intersection of Albert Avenue and Stanley Avenue.

5. Etobicoke York Community Council authorize an all-way compulsory stop control at the intersection of Stanley Avenue and Victor Avenue.

6. Etobicoke York Community Council request the General Manager, Transportation Services, to investigate opportunities for on-street permit parking in the Mimico neighbourhood south of the rail line, east of Royal York Road, north of Lake Shore Boulevard West and west of Louisa Street and Manchester Park.

FINANCIAL IMPACT

The estimated cost for the installation of one speed hump or speed cushion is \$4,000; up to 65 speed humps or speed cushions are recommended, a total cost of \$260,000.

The estimated cost of installing an all-way stop control is \$2,000; 2 all-way stop controls are recommended, a total cost of \$4000.

Funding of \$260,000 for the installation of 65 speed humps and all-way stop control are subject to availability and competing priorities within the 2024-2033 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

In April 2024, City Council adopted item 2024.IE12.8 (Project Design Changes to Superior Avenue. Based on New Public Feedback) directing Transportation Services to implement adjustments to the project design based on new public feedback that continues to support reducing motor vehicle speeds and includes the addition of on-street parking; and after a standard review period, publish before and after motor vehicle speed data and to implement safety adjustments to the project if necessary, in consultation with the local Councillor.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE12.8>

In June 2023, City Council amended item 2023.IE4.3 (Cycling Network Plan - 2023 Cycling Infrastructure Installation - Third Quarter Updates) and approved the installation of uni-directional cycle tracks on Superior Avenue from Lake Shore Boulevard to Stanley Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE4.3>

In December 2021, City Council amended item 2021.IE26.9 (2021 Cycling Network Plan Update) and endorsed, in principle, renewal of the existing shared lane markings on Superior Avenue from Lake Shore Boulevard to Stanley Avenue and the study of bikeways on Hillside Avenue and Symons Street from Lake Shore Boulevard to Dwight Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.9>

In February, 2020, Etobicoke York Community Council adopted item 2020.EY13.21 (Status Update for Comprehensive Traffic Study in Mimico) and requested Transportation Services to provide an update on the status of Item EY32.85 - Request for Comprehensive Traffic Study in Mimico, including work completed to date, parties responsible, immediate next steps, estimated completion date, and opportunities to accelerate completion, to the March 12, 2020 meeting of Etobicoke York Community Council.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.EY13.21>

In July, 2018 Etobicoke York Community Council adopted item 2018.EY32.85 (Request for Comprehensive Traffic Study in Mimico) requesting Transportation Services to undertake a comprehensive study of traffic in the Mimico neighbourhood of Ward 6, roughly bounded by Royal York Road to the west, Cavell Avenue to the north, Louisa Street to the east, and Lake Shore Boulevard West to the south, and report back on any appropriate traffic calming measures and any other traffic measures deemed suitable to address vehicle volume, speed, and pedestrian and cyclist safety.

<https://secure.toronto.ca/council/agenda-item.do?item=2018.EY32.85>

COMMENTS

In response to Item [2018.EY32.85](https://secure.toronto.ca/council/agenda-item.do?item=2018.EY32.85), staff have undertaken a neighbourhood mobility plan for the area bounded by Royal York Road to the west, Cavell Avenue / Burlington Street / Victoria Street to the north, Louisa Street to the east, and Lake Shore Boulevard to the south. Study area boundaries were defined in the request for study and expanded to include Royal York Road from Cavell Avenue to Newcastle Street, as a result of a

vulnerable road user collision at the intersection of Cavell Avenue and Judson Street. Refer to Attachment 1 for a map of the study area.

This report summarizes an assessment of existing conditions in the study area, analyses to determine appropriate changes to the streets, and a multi-staged engagement process with the public and community organizations.

Existing Conditions

Street Network Characteristics

The Mimico neighbourhood is characterized by a grid-like road network consisting of two arterial roads (Royal York Road and Lake Shore Boulevard West), one collector road (Mimico Avenue), and local streets (all remaining road segments). The neighbourhood is situated between Lake Ontario and the CN rail line which limits access points on the north and east sides by all modes. The neighbourhood is primarily designated for residential use, however there are commercial uses fronting on Lake Shore Boulevard West and Royal York Road. There are many community destinations within the neighbourhood: David Hornell Junior School, John English Junior Middle School, St. Leo Catholic Elementary School, Mimico Adult Centre, Mimico Centennial Library, and Griggs Manor Seniors Housing.

Toronto Transit Commission (TTC) bus and GO train service are available in the neighbourhood. TTC streetcar routes 501, 507, and 508 operate along Lake Shore Boulevard West. TTC bus route 76A Royal York South operates from Royal York Station via south on Royal York Road, and northeast on Lake Shore Boulevard West to Mimico Avenue then proceeds west on Mimico Avenue, and north on Royal York Road to Royal York Station. TTC bus route 176 Mimico GO Westbound operates from Park Lawn Loop via north on Marine Parade Drive, east on Lake Shore Boulevard West, south and west and north on Marine Parade Drive, west on Lake Shore Boulevard West, northwest on Mimico Avenue, northeast on Royal York Road, and southeast on Newcastle Street to Mimico GO. The Mimico GO Station is located directly north of the study area and provides service along the Lakeshore West GO line.

Most local streets within the residential neighbourhood have speed limits of 40 km/h, but will be reduced to 30km/hr in accordance with the Council-approved [speed limit reductions](#). Most local streets are approximately 8.5m wide. Mimico Avenue, the only collector road in the study area, is 7.4m wide. Two-way travel movements are permitted on all roadways, except Cavell Avenue (one-way westbound from Burlington Street to Station Road), Stanley Avenue (one-way eastbound from Royal York Road to Superior Avenue), Elizabeth Street (one-way southbound from Stanley Avenue to Mimico Avenue), and Mimico Avenue (one-way westbound from Lake Shore Boulevard West to Royal York Road). All arterial and collector roads in the study area have sidewalks on both sides of the street that meet or exceed 1.5 metres in width. All local roadways have sidewalks on at least one side of the street.

The majority of roadways permit daytime parking on one or both sides of the road; overnight parking with a permit is only allowed on Superior Avenue between Stanley Avenue and Cavell Avenue, Queens Avenue between Mimico Avenue and Stanley Avenue, and Primrose Avenue between Lake Shore Boulevard West and Queens

Avenue.

Context of Community Concern

There is a history of community-led advocacy to improve safety and mobility conditions in the area. Over the years, members of the Mimico community have expressed concerns about transportation conditions and road user behaviour to their local Councillor and City staff. Through-traffic patterns, speeding by motorists, volume of motor vehicles on local streets, a history of collisions resulting in serious injury or fatality, non-compliance with traffic regulations, road user safety, and atypical geometric design of intersections are among the most frequently cited concerns. Residents have submitted a series of petitions related to speed management and requests for traffic calming and intersection controls.

Local and collector roads that intersect with arterial roads may be attractive as alternative routes for motorists. High traffic volumes on Lake Shore Boulevard West and Royal York Road, coupled with shorter travel distances on neighbourhood streets may incentivize people driving to seek alternate routes through the Mimico neighbourhood. Residents in the community have cited concerns about road user safety and the opportunity to encourage more cycling activity if bikeway connectivity is improved.

Traffic Volume, Speed and Travel Patterns

Traffic data was collected and analyzed to assess multi-modal traffic trends in the neighbourhood. Traffic studies were completed by City staff or its service providers to quantify motor vehicle speed and volume. Traffic data used to inform the development of the Mimico NMP was collected throughout November and July 2023. Data collected in 2017, 2018 and 2019 was also considered and reflect pre-pandemic travel patterns. Traffic studies are available for public viewing on the City's [Open Data portal](#).

Traffic studies indicate that the volume of vehicles on Mimico neighbourhood roads is below the maximum volume target for local and collector roads, 2,500 and 8,000 vehicles per day, respectively, as indicated in the Road Classification guidelines. There is one local road exception: Stanley Avenue, between Royal York Road and Superior Avenue, which exceeds the maximum volume target for local roads and has daily traffic volumes of 2,881-3,287 motor vehicles per day. Data suggests that motor vehicles may be using this local road to bypass the Lake Shore Boulevard West and Royal York Road intersection.

Speed studies collect precise travel speed data from motor vehicles. Studies indicated that there are local streets in the neighbourhood where motor vehicle operating speeds (85 percentile speeds) are over 38 km/h (the speed at which traffic calming may be appropriate on local and collector roads).

Refer to Table 2 and 3 below for motor vehicle volumes and speeds in Mimico NMP.

Road Safety (10 Year Collision History)

Collision history from the last ten years was reviewed with a special emphasis on collisions that resulted in a death or serious injury. Collision history provided by the Toronto Police Service for the ten-year period ending on May 1, 2024 indicated that there have been twelve collisions that resulted in a death or serious injury within the study area.

Of the twelve collisions that resulted in a death or serious injury, two took place on local roads within the Mimico neighbourhood (one at the intersection of Stanley Avenue and Victor Avenue, and one at the intersection of Stanley Avenue and Station Road. Ten took place on the arterial roads that bound the neighbourhood (Royal York Road and Lake Shore Boulevard West). In total, 58 percent of collisions resulting in death or serious injury involved vulnerable road users (e.g., pedestrians, school children, older adults and people cycling) and the remaining 42 percent involved one or more motor vehicles.

Refer to Attachment 2 for a ten-year summary of collisions that resulted in a death or serious injury.

Neighbourhood Mobility Plan Components

Road Safety Improvements

All-Way Stop Controls

All-way stop controls can provide clarity on expected road user behaviour and improve safety for all road users. Through community consultation activities facilitated through the Mimico NMP study process, concerns were raised about safe crossing opportunities and suggestions were received to implement all-way stop controls at intersections across the neighbourhood. Staff analyzed the request for all-way stop controls at six intersections in the neighbourhood. The warrant analysis of all-way stop controls can be found in Table 1.

All-way stop controls are warranted at two of the six intersections investigated. The all-way stop control warrant criteria considers several technical indicators: collision history (A), total vehicle volume (B-1A), crossing volume (B-1B), and volume split (B-2). To meet the technical warrant for an all-way stop control, an intersection must either meet the collision history requirement, or the volume split requirement and either total vehicle volume or crossing volume requirements. All-way stop controls are warranted and recommended at the intersection of Albert Avenue and Stanley Avenue and the intersection of Stanley Avenue and Victor Avenue.

Table 1: All-way stop control warrant analysis

Intersection	A: Collision History	B-1A: Total Volume	B-1B: Crossing Volume	B-2: Volume Split	Warrant Met?
<i>Warrant requirement for local road</i>	<i>At least 1 potentially preventable collision resulting in serious injury or death</i>	<i>More than 250 vehicles</i>	<i>100 units or more</i>	<i>Less than 70/30 percent split</i>	<i>A or B-1A or B-1B and B-2 met</i>
Albert Avenue and Stanley Avenue	0	37	100	22/78	Met
Stanley Avenue and Victor Avenue	1	n/a	n/a	n/a	Met
Hillside Avenue and Queens Avenue	0	126	22	78/22	Not Met
Mimico Avenue and Queens Avenue	0	123	67	58/42	Not Met
Victoria Street and Louisa Street	0	17	23	19/81	Not Met
Burlington Street and Cavell Street	0	57	6	79/21	Not Met

Area residents also requested an all-way stop controls at the intersection of Stanley Avenue and Elizabeth Street to facilitate safe crossings for pedestrians, and specifically school children accessing St. Leo Catholic School. St. Leo Catholic School was under renovation and vacant throughout the Mimico NMP. As a key local destination in the vicinity of the intersection, data collected while the school was vacant would not have been representative of typical conditions. A study of this location will be conducted when the school reopens, which is expected in September 2024.

Pedestrian Crossing Controls

Intersection controls (e.g., pedestrian crossovers and traffic control signals) facilitate pedestrian movements at intersections. They position pedestrians in locations where

they can best be seen by oncoming traffic, help direct pedestrian traffic to specific locations, and remind motorists that they are approaching a location where pedestrian conflicts can be expected. Through the Mimico NMP public engagement, two locations were identified where pedestrian crossing controls may be beneficial to facilitate pedestrian movements.

Mimico Avenue and Station Road

Mimico Avenue is a collector road that permits one-way, westbound motor vehicle movements. Station Road is a two-lane, two-way local road. Phoenix Montessori School is located on the northwest corner of the intersection and John English Junior Middle School and Community Centre is located approximately 80 metres west of the intersection. The intersection of Mimico Avenue and Station Road is a "T" intersection with stop control for southbound traffic. TTC bus routes 76A and 176 operate on Mimico Avenue. A review of three-year collision history (for the period ending on May 1, 2024) at this intersection identified a total of two collisions. None of the collisions involved pedestrians.

To address concerns regarding safe crossing opportunities, staff investigated the feasibility of an all-way stop control or pedestrian crossover. A pedestrian delay study and a turning movement count were conducted at the intersection of Mimico Avenue and Station Road to record the volume and delays experienced by pedestrians, and motor vehicle movements through the intersection. Data collected in the studies do not warrant the installation of either an all-way stop control or a pedestrian crossover. However, the pedestrian delay study was conducted during summer break; a new study will be undertaken during the school year.

Louisa Street and Lake Shore Boulevard West

Lake Shore Boulevard West is a four-lane, major arterial roadway and Louisa Street is a two-lane, local road. The major land uses near the intersection of Lake Shore Boulevard West and Louisa Street are residential. The regulatory speed limit is 50km/hr on Lake Shore Boulevard West and on Louisa Street. Lake Shore Boulevard West at Louisa Street is a "T" intersection with stop control for eastbound traffic. The TTC operates daily street-car service on Lake Shore Boulevard West with stops at Louisa Street. Existing traffic control signals are located, approximately 180 meters southwest of Louisa Street at Burlington Street and about 320 meters northeast of Louisa Street at Legion Road. A review of the three-year collision history (for the period ending on May 1, 2024) at this intersection identified a total of sixteen collisions. None of the collisions involved pedestrians.

To address concerns regarding pedestrian safety and crossing opportunities, staff investigated intersection control options. Pedestrian delay studies and a turning movement count were conducted to record the volume and delays experienced by pedestrians, and motor vehicle movements through the intersection. Traffic studies suggested that there is a strong desire to cross Louisa Street; it provides a connection to and from David Hornell Junior School, TTC streetcar stops and low and mid-rise residential units.

Lake Shore Boulevard West has a speed limit of 50km/hr. Additionally, Louisa Street meets Lake Shore Boulevard in the middle of a curve in the roadway which may reduce

visibility of pedestrians to motorists on Lake Shore Boulevard West. Given these environmental safety characteristics, it is not advisable to install a pedestrian crossover. However, the intersection of Lake Shore Boulevard West and Louisa Street does not meet the warrant for a traffic control signal. Staff are investigating other signalization opportunities for this location, such as Intersection Pedestrian Signals (IPS). An IPS test is currently underway and will inform a City-wide IPS guideline. It is targeted for completion by the end of 2024. The feasibility of a an IPS at the intersection of Lake Shore Boulevard West and Louisa Street will be evaluated after the completion of the City-wide guideline.

Intersection Geometric Safety Improvements

Geometric Safety Improvements (GSI) are improvements made to the dimensions and arrangements of the visible features of a roadway. They can improve road safety conditions by increasing visibility among all road users, reducing crossing distances for pedestrians and reducing the speeds of turning vehicles. Site visits and feedback collected from residents and community organizations identified eight intersections that do not meet current standards and could be redesigned to improve safety conditions for all road users. These intersections are:

- Royal York Road and Judson Street
- Royal York Road and the CN Rail Corridor
- Royal York Road and Stanley Avenue
- Stanley Avenue and Station Road
- Stanley Avenue and Queens Avenue
- Stanley Avenue and Superior Avenue
- Superior Avenue and Queens Avenue
- Burlington Street and Victoria Street

These intersections represent locations with a collision resulting in death or serious injury in the past 10-years (intersection of Stanley Avenue and Station Road and intersection of Stanley Avenue and Victor Avenue), have space constraints related to major infrastructure (Royal York Road under the CN Rail Corridor) or have geometric designs which may create confusion for motorists, pedestrians, or people cycling. In the short term, quick-build materials such as paint, signs, and bollards, can be used to implement GSIs and achieve safety improvements more rapidly in areas where a capital works or other major projects are not yet planned. Permanent changes, using concrete or other materials, could be made in the medium to long-term alongside future planned roadwork or development.

Traffic Calming

Area residents expressed concerns about motor vehicle speeds throughout Mimico, highlighting that aggressive driving and speeds above the regulatory speed limit were common behaviours.

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted across the neighbourhood in November and December of 2021. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by City Council (item [2023.IE7.4](#)). The results of the studies in Mimico NMP are summarized in Table 2.

Table 2: Mimico NMP Speed and Volume Studies Results for Streets Satisfying Warrants

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Requirement	Results	Warrant Requirement
Albert Avenue	Cavell Avenue	Stanley Avenue	533	44.4	38	51.3	45
Alexander Street	Victoria Street	Lake Shore Boulevard West	426	42.7	38	47.4	45
Burlington Street	Cavell Avenue	Lake Shore Boulevard West	886-1303	38.8-39.7	38	43.2-45	45
Cavell Avenue	Burlington Street	Royal York Road	1202-2618	40.3-43.2	38	45.3-47.8	45
Elizabeth Street	Stanley Avenue	Mimico Avenue	248	38.8	38	44	45
George Street	Mimico Avenue	Hillside Avenue	744	42.1	38	48.1	45
Hillside Avenue	Wheatfield Road	Queens Avenue	1686	38.3	38	42.1	45
Lake Crescent	Royal York Road	Lake Shore Boulevard West	297-382	38.5-38.7	38	42.7-42.9	45
Mimico Avenue	Lake Shore Boulevard West	Royal York Road	1753-2411	38.6-38.1	38	42.8-43.2	45
Queens Avenue	Superior Avenue	Lake Shore Boulevard West	297-677	38.6-42.3	38	43.4-46.8	45
Stanley Avenue	Victor Avenue	Albert Avenue	1326	42.2	38	46.1	45
Station Road	Cavell Avenue	Stanley Avenue	605	43.9	38	49.6	45
Superior Avenue	Cavell Avenue	Lake Shore Boulevard West	663-2275	43.5-46.6	38	48.5-51.9	45
Symons Street	George Street	Central Street	943	40.5	38	45.2	45
Wheatfield Road	Mimico Avenue	Hillside Avenue	299	38.3	38	44.2	45
Mimico Avenue	Royal York Road	Lake Shore Boulevard West	1753-2411	38.1-38.6	38	42.8-43.2	45

Based on the results of the studies all streets in Table 2 satisfy the warrant criteria for the 85th or 95th percentile speeds. Additionally, all blocks where speed humps are recommended are over the minimum 120 metre length requirement.

Staff recommend the installation of speed humps on the streets listed in Table 2, except Mimico Avenue, where speed cushions are recommended. Mimico Avenue is serviced by the 76A and 176 TTC bus routes. Speed cushions are similar to speed humps, but they provide wheel cut-outs for larger vehicles, such as buses, to travel over them.

Additional studies conducted in the neighbourhood where streets failed to satisfy the warrant criteria for the 85th or 95th percentile speeds are listed in Table 3.

Table 3: Mimico Speed and Volume Studies Results for Streets Not Satisfying Warrant

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Requirement	Results	Warrant Requirement
Stanley Avenue	Royal York Road	Superior Avenue	2881-3287	34.3-37.1	38	38.6-39.9	45
Symons Street	Central Street	Lake Shore Boulevard West	727-901	30.4-32.3	38	34.1-34.7	45
Victoria Street	Louisa Street	Burlington Street	270-368	33.9-35.3	38	38.9-41.1	45

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes, to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (seniors, school children, pedestrians, including transit riders, and people cycling) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. The prioritization scores for the streets in Table 1 range between 11 and 58, out of a possible 100. Full prioritization scores for all analysis segments can be found in Attachment 33.

No alterations to parking regulations will be required, nor will the number of on-street parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

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 34.

Toronto Paramedic Services responded and advised that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed. Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and they endeavour to support the wishes of the community to implement measures to improve upon these components. A copy of their full response is included in Attachment 35.

Comments have not been received back from the Toronto Police Service at the time of writing this report.

Consultation with TTC is required for the installation of speed cushions on Mimico Avenue as it is part of TTC routes 76A and 176. TTC supports the use of speed cushions on TTC routes pending discussions on detailed designs. Discussion relating to the configuration and detailed design of speed cushions on Mimico Avenue are ongoing with TTC at the time of writing this report.

Vehicle Volume Management

Area residents expressed concerns about motor vehicle volumes throughout Mimico, highlighting that some motorists do not comply with turn restrictions and use local streets to by-pass major arterials, especially during peak hours.

Vehicle counts performed in the neighbourhood are used to determine the average number of daily vehicles on a roadway. These volume studies indicate that the volume of vehicles on all neighbourhood roads is generally below the target maximum for local and collector roads, 2,500 and 8,000 vehicles per day, respectively, as indicated in the [Road Classification](#) guidelines. The only exception is Stanley Avenue where the average number of daily trips exceed 2,500 vehicles per day. Local streets where vehicle volumes are near or exceeding the 2,500 average vehicles per day are identified in Table 4.

Table 4: Local streets with average daily vehicle volumes above near or exceeding 2,500

Roadway	From	To	Average Daily Volume
Stanley Avenue	Royal York Road	Superior Avenue	2,800 - 3,200
Superior Avenue	Stanley Avenue	Lake Shore Boulevard West	2,275
Cavell Avenue	Superior Avenue	Station Road	1,900

Turn restrictions are one measure that can be used to reduce vehicle volumes, however they can experience low levels of compliance in some locations and impact all motorists including local residents, visitors, deliveries and through traffic.

Another option available for managing motor vehicle volumes on neighbourhood streets is introducing one-way travel restrictions. One-way travel restrictions limit the direction that motor vehicles can travel, discourage routing onto neighbourhood streets, help maintain traffic on arterials, and improve predictability of vehicle movements for all road users. As with turn restrictions to and from arterials, creating a "one-way maze" would impact residents, visitors, and deliveries as well as through-traffic. Unlike turn restrictions, one-way travel restrictions can be reinforced with physical diverters that promote compliance, while allowing through-traffic by active modes (walking, cycling, etc.). A conversion from two-way to one-way eastbound operation was proposed on Cavell Avenue between Royal York Road and Station Road, and presented to the community through the Mimico NMP process.

A third option for managing motor vehicle volumes on neighbourhood streets is creating alternative routes on higher order (collector or arterial) roads. Converting an existing one-way street to two-way operation on a collector road could provide additional traffic and road safety benefits, for example reduced motor vehicle travel speeds, reduced collision severity and reduced vehicle volumes on adjacent local roads. Mimico Avenue is designated as a collector road in the Road Classification System and currently operates as a one-way street in the westbound direction. There are traffic signals at either end of Mimico Avenue where it intersects with Lake Shore Boulevard West and Royal York Road. Mimico Avenue currently accommodates approximately 2,400 vehicle trips per day, far below the expected capacity of 8,000 trips per day. A conversion of Mimico Avenue from one-way to two-way operation was proposed and presented to the community through the Mimico NMP process.

Through the public consultation process the community expressed low levels of support for one-way travel on Cavell Avenue and a one-way to two-way conversion on Mimico Avenue. Findings from the Winter 2023 survey showed 31% of respondents to be supportive or very supportive of a one-way conversion on Cavell Avenue, 23% of respondents to be supportive or very supportive of a one-way to two-way conversion of Mimico Avenue, and 20% of respondents to be supportive or very supportive of an option with both a one-way conversion on Cavell Avenue and a one-way to two-way conversion on Mimico Avenue. 53% of respondents were supportive or very supportive of an option with no changes to directions of travel within the neighbourhood, relying on traffic calming measures to address through traffic on neighbourhood streets.

This report recommends no changes to directions of travel within the neighbourhood. The possibility of directional changes may be revisited, should community support for them change, or should recommendations for directional changes emerge from future road design projects.

Speed humps, which are primarily an effective measure at encouraging a consistent 30 km/h travel speed, may provide a secondary benefit of reducing through traffic on local streets. Reduced motor vehicle operating speeds when travelling on local streets can result in negating the travel time savings that a motorist may achieve by traveling through a neighbourhood rather than staying on arterial roads bordering the neighbourhood.

Mode Choice

Bicycle Lanes

The [Cycling Network Plan](#) (CNP) serves as a comprehensive roadmap and work plan, outlining the City's planned network of cycling infrastructure. The 2022-2024 Near-term Implementation Plan of the CNP identifies Judson Street, Hillside Avenue, and Symons Street. These streets are under consideration for timing for future implementation. Facility type selection, preliminary design, and public consultation for cycling facilities on these streets would proceed through a separate process.

Through the public engagement process undertaken as part of this project the existing bikeway on Royal York was identified as a facility in need of improved protections for people cycling. Improved protections for this bikeway are being considered for inclusion in the 2025-2027 CNP and were proposed to the public as part of the Phase 2 public engagement. A survey including all proposed measures was conducted. 65 per cent of survey respondents support improved protections for the existing bikeway along Royal York Road from Lake Shore Boulevard West to Newcastle Street, 20 percent were unsupportive, 13 percent were neutral, and 2 percent unsure.

Parking

The majority of roadways within the study area permit 3-hour daytime parking on one or both sides of the road; overnight parking with a permit is allowed on Superior Avenue between Stanley Avenue and Cavell Avenue, Queens Avenue between Mimico Avenue and Stanley Avenue, and Primrose Avenue between Lake Shore Boulevard West and Queens Avenue.

Throughout the Mimico NMP public consultation process, residents expressed interest in permitting on-street, overnight parking on local roads in the neighbourhood. The on-street permit parking system was originally developed as a means to accommodate residential parking for residents within older areas of the city, where the off-street parking supply was either not available or insufficient to accommodate prevailing car ownership trends.

On-street, overnight parking is not permitted on any road in the neighbourhood, except Superior Avenue between Stanley Avenue and Cavell Avenue, Queens Avenue between Mimico Avenue and Stanley Avenue, and Primrose Avenue between Lake Shore Boulevard West and Queens Avenue. On-street permits entitle permit holders to

legally park their car on a street within a specified area, including overnight. Area residents identified that this illegal behaviour already exists on some streets for two main reasons: there is insufficient off-street parking space on their property, and guests and visitors who travel with a motor vehicle do not have parking options.

Concerns about the desire for on-street, overnight parking options were raised by the public and community organizations. Feedback indicated that that driveways and garages do not provide adequate space for the parking demands, and many people park on the street overnight even though it is not permitted. Residents without driveways also expressed that they have difficulty finding a legal place to park overnight. Residents also believe that Cavell Avenue is commonly used for all-day parking by commuters accessing transit at the Mimico GO station just north of the neighbourhood.

Staff recommend the expansion of the on-street parking program in the Mimico neighbourhood to provide a legal option for overnight, on-street parking. Pending Community Council approval and a positive poll result, permit parking hours would be from 12:01 a.m. to 7:00 a.m., seven days a week, with the exception of Cavell Avenue between Royal York Road and Station Road. Staff recommend permit parking hours from 12:01 a.m. to 10:00 a.m., seven days a week on the north side of Cavell Avenue between Royal York Road and Station Road, to respond to resident concerns about long-term parking in proximity to Mimico GO Station. The recommended permit parking area, 21C, is shown in Attachment 36.

The majority of on-street parking permits are allocated to residents in low density, detached and semi-detached dwellings. Higher density residential developments such as condominiums, have historically been excluded from the permit parking program. In December 2021 ([item 2021.PH29.3](#)), City Council approved the exclusion of residents of, visitors to, or tradespersons at new developments from the on-street permit parking program. Development applications in the Mimico NMP study area will be informed of these exclusions.

Implementation and Monitoring

Implementation Timeline

The traffic management elements outlined in this report are proposed to be implemented in phases; the timing of installation will be dependent on the complexity of delivery, availability of materials, funding and competing priorities. Elements that can be delivered in the short-term include changes that do not require Community Council approval such as intersection geometric safety improvements. Community Council authority is being sought for changes requiring by-law amendments: stop controls, speed humps and parking amendments. Pending Community Council approval, these changes can also be implemented in the next 1-2 years.

Operational Monitoring

If approved for installation, Transportation Services would initiate a monitoring plan to track travel patterns and traffic behaviours in the Mimico neighbourhood. Data would be collected to monitor travel times, turning movement counts, and multi-modal traffic speed and volume studies. Traffic studies would be made available either on a dashboard on the project website, or on the Open Data portal. Baseline data for this

monitoring was conducted in 2023. Communication with community organizations and the public would continue throughout installation and up to 18 months post-installation to share feedback from both data monitoring and neighbourhood experience perspectives and discuss appropriate solutions to any issues that may arise.

Through the monitoring plan, staff would track travel information including but not limited to:

- Compliance with regulatory speed limits;
- Motor vehicle volumes on local streets;
- Identification and mitigation of possible traffic infiltration issues on local streets;
- Observations of pedestrian impacts and safety at intersections.

Public Consultation

Consultation was a key element of the project approach and engagement with the public and community organizations was facilitated continuously throughout the development of the Mimico NMP. The two objectives of public consultation were: to enrich the study team's understanding of traffic issues in the neighbourhood with local knowledge, and to understand the extent to which proposed changes were supported by the community.

A variety of methods were used to notify residents and community organizations on the project and opportunities to participate in consultation activities, including:

- Project webpage (<https://www.toronto.ca/mimicomobilityplan>, 2,815 views from January 1, 2023, to January 18, 2024)
- Mailed notices to neighbourhood addresses via Canada Post Neighbourhood Mail system (8,047 addresses)
- Emails to project emailing list, including community organizations, local businesses, institutions and elected officials (currently 178 contacts)

A series of activities informed the development of the Mimico NMP, organized in two phases of consultation:

Phase 1

- April 2022: A Traffic Safety Walk on April 19, 2022 was facilitated by Green Communities Canada with school administrators, the public, and staff from the local Councillor's office to identify transportation safety issues in the vicinity of David Hornell Jr. Public School.
- June 2022: A virtual public meeting was held on June 14, 2022 to introduce the project objective, share opportunities for near-term changes, and collect feedback from the public and community organizations. It was attended by 61 participants. The [presentation](#) is available on the project webpage.
- June 2022-July 2022: A digital mapping tool and online survey allowed the public to provide site specific feedback on their transportation experiences in Mimico and identify areas of concern and ideas for improvement. A total of 182 comments were submitted. Comments could also be submitted by phone, email, or mail. A [summary](#) of the public meeting, digital mapping tool, and survey is available on the project webpage.

Phase 2

- October 2023: A community organization meeting was held on October 3, 2023 to discuss the planned Superior Avenue bikeway.
- November 2023: A community organization meeting was held on November 21, 2023 to present the actions proposed by the Mimico NMP along with a facilitated question and answer period.
- December 2023: An in-person drop-in event was held at the Mimico Centennial Library on December 11, 2023 to present the actions proposed by the Mimico NMP. Attendees had an opportunity to speak with staff and provide feedback on the proposals. Over 100 people attended the event. [Materials](#) were posted on the project webpage for those who could not attend.
- December 2023-January 2024: An online survey was posted to collect feedback on the Mimico NMP and level of support for the proposals. In total, 447 responses were received.
- December 2023-January 2024: Comments and questions were accepted via email and phone during the consultation period. Comments were received from 55 individuals.
- March 19, 2024: an on-site meeting with area residents was organized by the Ward Office to discuss the planned Superior Avenue bikeway.

Overall, public feedback collected through Phase 2 of public consultation indicated mixed levels of support for the proposed changes. Public feedback received at the drop-in event and over the phone and email was generally consistent with the results of the survey.

- 78 percent of respondents supported safety improvements on local streets, 14 percent were unsupportive, 7 percent were neutral, and 1 percent unsure.
- 66-76 percent of respondents support the installation of geometric safety improvements, depending on the location.
- 70 percent of respondents supported the goal to reduce motor vehicle speeds in the project area, 20 percent were unsupportive, 9 percent were neutral, and 1 percent unsure.
- 64 percent of respondents supported speed cushions on Mimico Avenue, 21 percent were unsupportive, 12 percent were neutral, and 2 percent unsure.
- At least 50 percent of respondents supported the installation of speed humps on all identified streets. Specifically: 52 percent for Cavell Avenue; 62 percent for Mimico Avenue; 56 percent for Stanley Avenue; 52 percent for Symons Street; 50 percent for Lake Crescent; 55 percent for George Street; 53 percent for Elizabeth Street; 53 percent for Station Road; 52 percent for Wheatfield Road; 52 percent for Queens Avenue; 55 percent for Superior Avenue; 51 percent for Albert Avenue; and, 48 percent for Alexander Avenue.
- 70 percent of respondents supported the installation of an all-way stop control at the intersection of Albert Avenue and Stanley Avenue, 11 percent were unsupportive, 16 percent were neutral, and 3 percent unsure.
- 77 percent of respondents supported a pedestrian crossing at Mimico Avenue near Station Road, 10 percent were unsupportive, 12 percent were neutral, and 1 percent unsure.
- 65 percent of respondents supported a pedestrian crossing at Lake Shore Boulevard West near Louisa Street, 10 percent were unsupportive, 18 percent were neutral, and 7 percent unsure.

- 53 percent of respondents supported no changes to directions of travel or turn restrictions, 28 percent wanted change, 15 percent were neutral, and 4 percent unsure.
- 31 percent of respondents supported the conversion of Cavell Avenue to one-way eastbound between Royal York Road and Station Road, 40 percent of survey respondents were unsupportive, 20 percent were neutral, and 9 percent unsure.
- 23 percent of respondents supported the conversion of Mimico Avenue between Royal York Road and Lake Shore Boulevard West to two-way, 62 percent of respondents were unsupportive, 12 percent were neutral, and 3 percent were unsure.
- 20 percent of respondents supported the option that proposes both conversions be implemented with one-way direction on Cavell Avenue and two-way direction on Mimico Avenue, 65 percent were unsupportive, 12 percent were neutral, and 4 percent unsure.
- 65 percent of survey respondents supported improved protections for the existing bikeway along Royal York Road from Lake Shore Boulevard West to Newcastle Street, 20 percent were unsupportive, 13 percent were neutral, and 2 percent unsure.
- 53 percent of survey respondents supported the planned cycle tracks on Superior Avenue between Lake Shore Boulevard West and Stanley Avenue, 28 percent were unsupportive, 16 percent were neutral, and 2 percent unsure.
- 39 percent of survey respondents supported residential on-street permit parking in the neighbourhood, 41 percent were unsupportive, 17 percent were neutral, and 5 percent unsure.

Generally, respondents supported road and traffic safety improvements, specifically those that could improve safety of vulnerable road users (e.g., seniors, school children, pedestrians, and people cycling) through road design (intersection improvements), reduce through traffic on local streets, reduce speeding (e.g. speed humps) and all-way stop signs. Additional comments received in open-text questions reflected location-specific suggestions for change, for example additional traffic calming measures (e.g., speed humps), support for low-speed limits, and clarifying rules of the road (i.e., more signage, pavement markings and enforcement).

The full public consultation report is available on the Mimico NMP [project webpage](#).

Conclusion

The development of the Mimico NMP was informed by traffic data and community feedback. The public and community organizations in Mimico expressed concerns with road user safety, motor vehicle speeds, and motor vehicle volumes on neighbourhood roads. Recommendations respond to neighbourhood travel patterns to mitigate traffic and safety concerns. Traffic data indicates that there is low compliance with speed limits on local streets and traffic calming elements are recommended to encourage slower speeds.

Public consultation was a key element of the project approach; engagement with area residents and community organizations was facilitated continuously throughout the development of the plan. Area residents and community organizations were given

opportunities to share their concerns and ideas for improvements to address traffic issues and opportunities in the neighbourhood. Community members were also surveyed to understand the extent to which recommendations are supported. Surveying results indicated general support for many of the proposed changes. Support for directional changes was lower than other for other proposed changes; recommendations for directional changes were removed from the plan as a result of community feedback.

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

CONTACT

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SIGNATURE

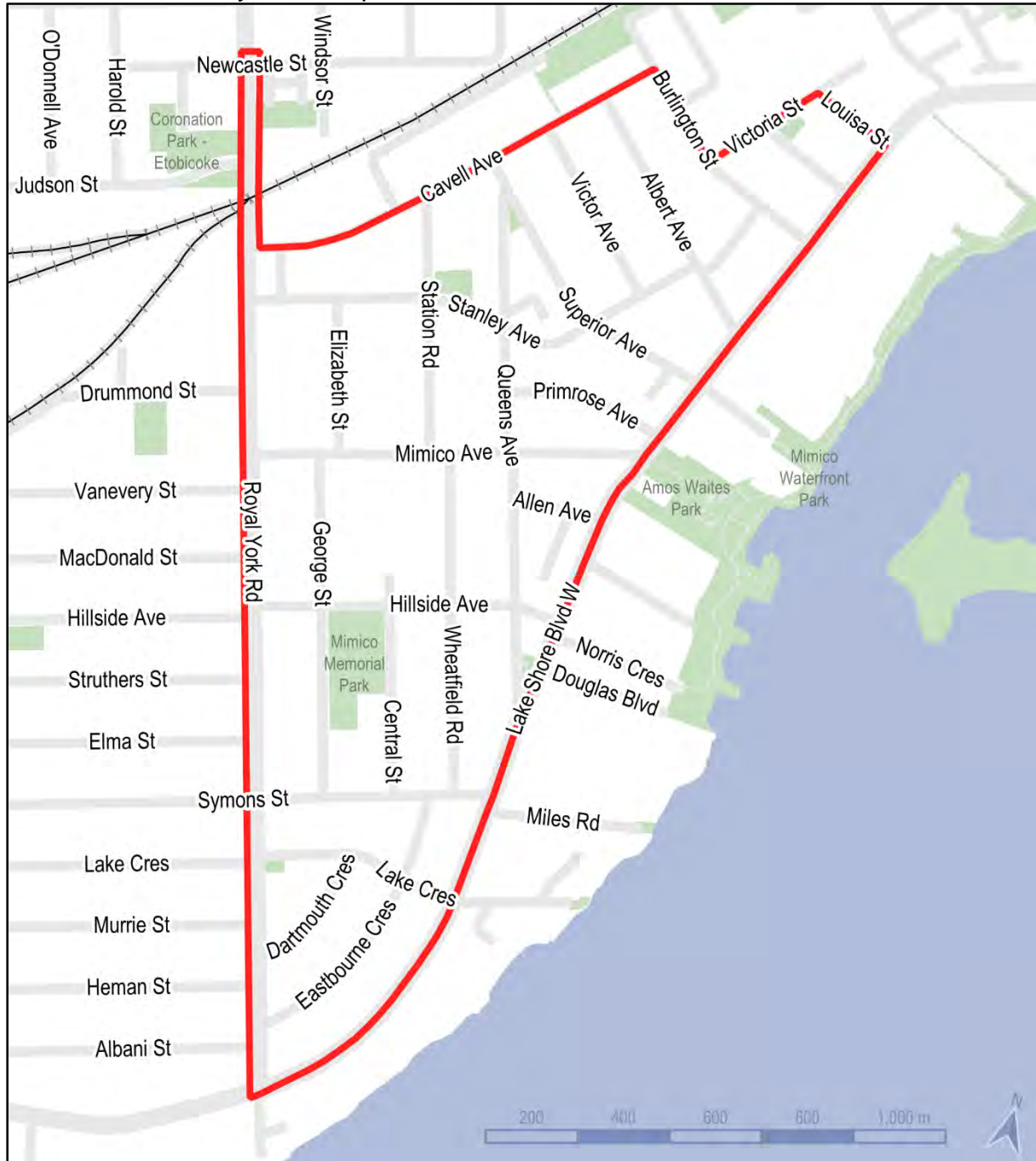
Jacquelyn Hayward
Director, Planning, Design and Management, Transportation Services

ATTACHMENTS

- Attachment 1 - Study Area Map
- Attachment 2 - 10-Year Killed and Seriously Injured (KSI) Collision History for Mimico Study Area
- Attachment 3 - ATP24-MM-SH-001- Speed Hump Location Plan
- Attachment 4 - ATP24-MM-SH-002- Speed Hump Location Plan
- Attachment 5 - ATP24-MM-SH-003- Speed Hump Location Plan
- Attachment 6 - ATP24-MM-SH-004- Speed Hump Location Plan
- Attachment 7 - ATP24-MM-SH-005- Speed Hump Location Plan
- Attachment 8 - ATP24-MM-SH-006- Speed Hump Location Plan
- Attachment 9 - ATP24-MM-SH-007- Speed Hump Location Plan
- Attachment 10 - ATP24-MM-SH-008- Speed Hump Location Plan
- Attachment 11 - ATP24-MM-SH-009- Speed Hump Location Plan
- Attachment 12 - ATP24-MM-SH-010- Speed Hump Location Plan
- Attachment 13 - ATP24-MM-SH-011- Speed Hump Location Plan
- Attachment 14 - ATP24-MM-SH-012- Speed Hump Location Plan
- Attachment 15 - ATP24-MM-SH-013- Speed Hump Location Plan
- Attachment 16 - ATP24-MM-SH-014- Speed Hump Location Plan
- Attachment 17 - ATP24-MM-SH-015- Speed Hump Location Plan

Attachment 18 - ATP24-MM-SH-016- Speed Hump Location Plan
Attachment 19 - ATP24-MM-SH-017- Speed Hump Location Plan
Attachment 20 - ATP24-MM-SH-018- Speed Hump Location Plan
Attachment 21 - ATP24-MM-SH-019- Speed Hump Location Plan
Attachment 22 - ATP24-MM-SH-020- Speed Hump Location Plan
Attachment 23 - ATP24-MM-SH-021- Speed Hump Location Plan
Attachment 24 - ATP24-MM-SH-022- Speed Hump Location Plan
Attachment 25 - ATP24-MM-SH-023- Speed Hump Location Plan
Attachment 26 - ATP24-MM-SH-024- Speed Hump Location Plan
Attachment 27 - ATP24-MM-SH-025- Speed Hump Location Plan
Attachment 28 - ATP24-MM-SH-026- Speed Hump Location Plan
Attachment 29 - ATP24-MM-SH-027- Speed Hump Location Plan
Attachment 30 - ATP24-MM-SH-028- Speed Hump Location Plan
Attachment 31 - ATP24-MM-SH-029- Speed Hump Location Plan
Attachment 32 - ATP24-MM-SH-030- Speed Hump Location Plan
Attachment 33 - Traffic Calming Prioritization Scores
Attachment 34 - Response from Toronto Fire Services
Attachment 35 - Response from Toronto Paramedic Services
Attachment 36 - Proposed On-street Permit Parking Area

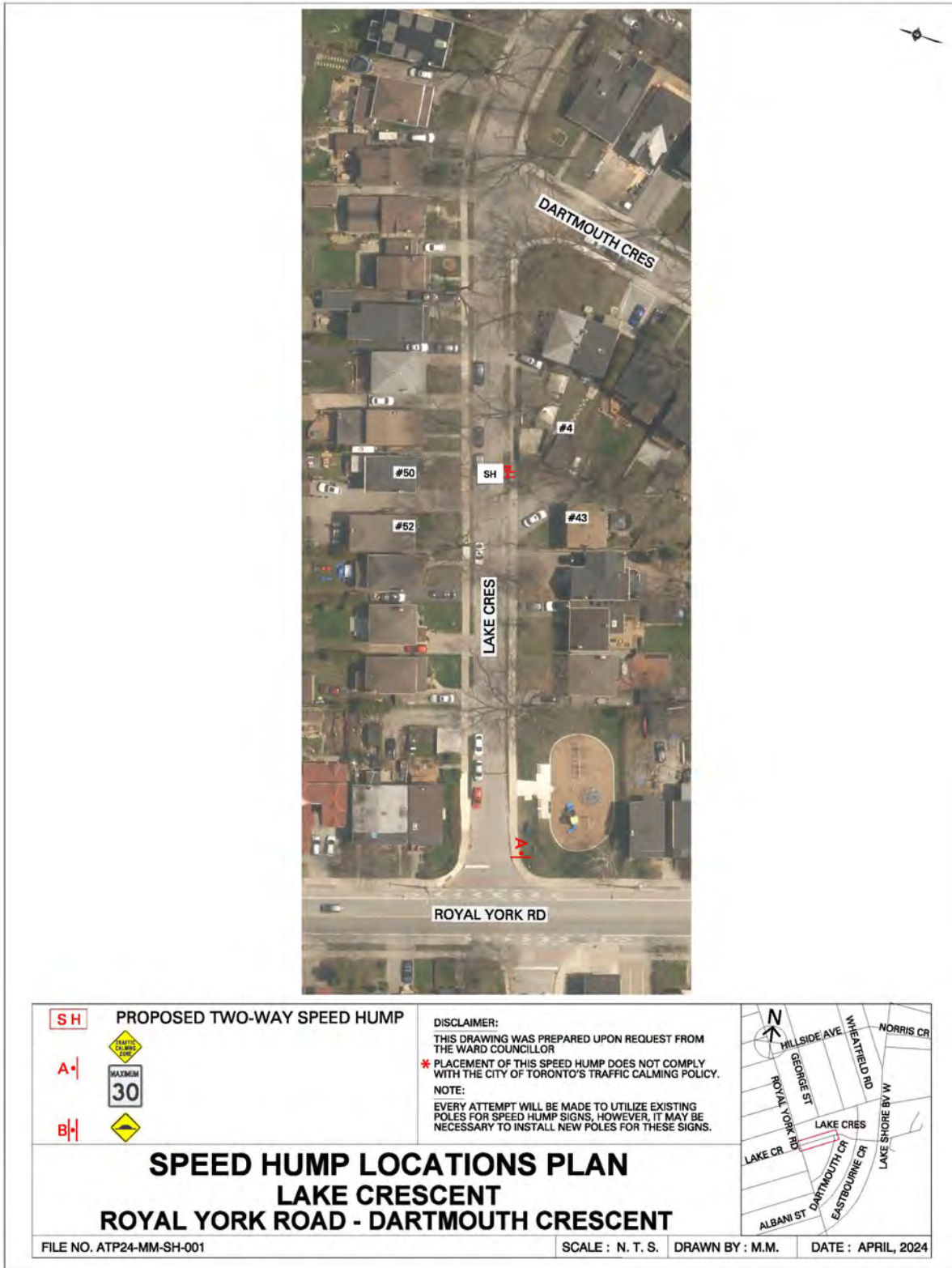
Attachment 1: Study Area Map



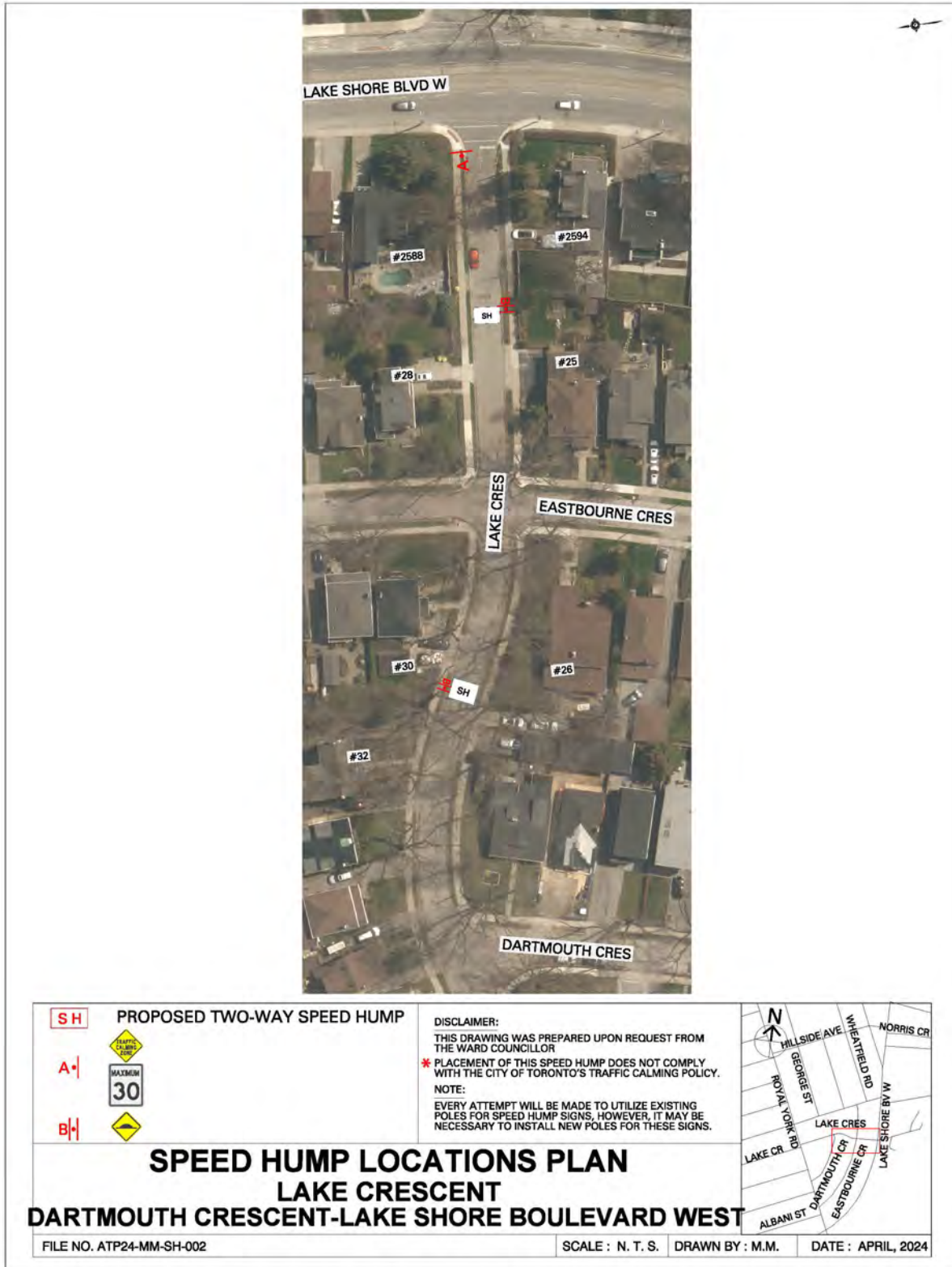
Attachment 2 - 10-Year Killed and Seriously Injured (KSI) Collision History for Mimico Study Area

Location	Date	Collision Type
Royal York Road and Cavell Avenue	08/25/2023	Vehicle-Cyclist
Royal York Road and Stanley Avenue	08/02/2022	Vehicle-Pedestrian
Royal York Road and Dartmouth Crescent	06/11/2018	Vehicle-Cyclist
Royal York Road and Lake Shore Boulevard West	02/16/2018	Single Vehicle
Royal York Road and Lake Shore Boulevard West	09/24/2015	Single Vehicle
Stanley Avenue and Station Road	07/28/2020	Vehicle-Mobility Scooter
Stanley Avenue and Victor Avenue	05/19/2018	Vehicle-Pedestrian
Lake Shore Boulevard West and Superior Avenue	03/30/2023	Vehicle-Cyclist
Lake Shore Boulevard West and Superior Avenue	03/31/2022	Vehicle-Pedestrian-Vehicle
Lake Shore Boulevard West and Primrose Avenue	02/07/2014	Vehicle-Vehicle
Lake Shore Boulevard West and Miles Road	06/01/2016	Vehicle-Vehicle
Lake Shore Boulevard West and Lake Crescent	04/19/2022	Vehicle-Vehicle

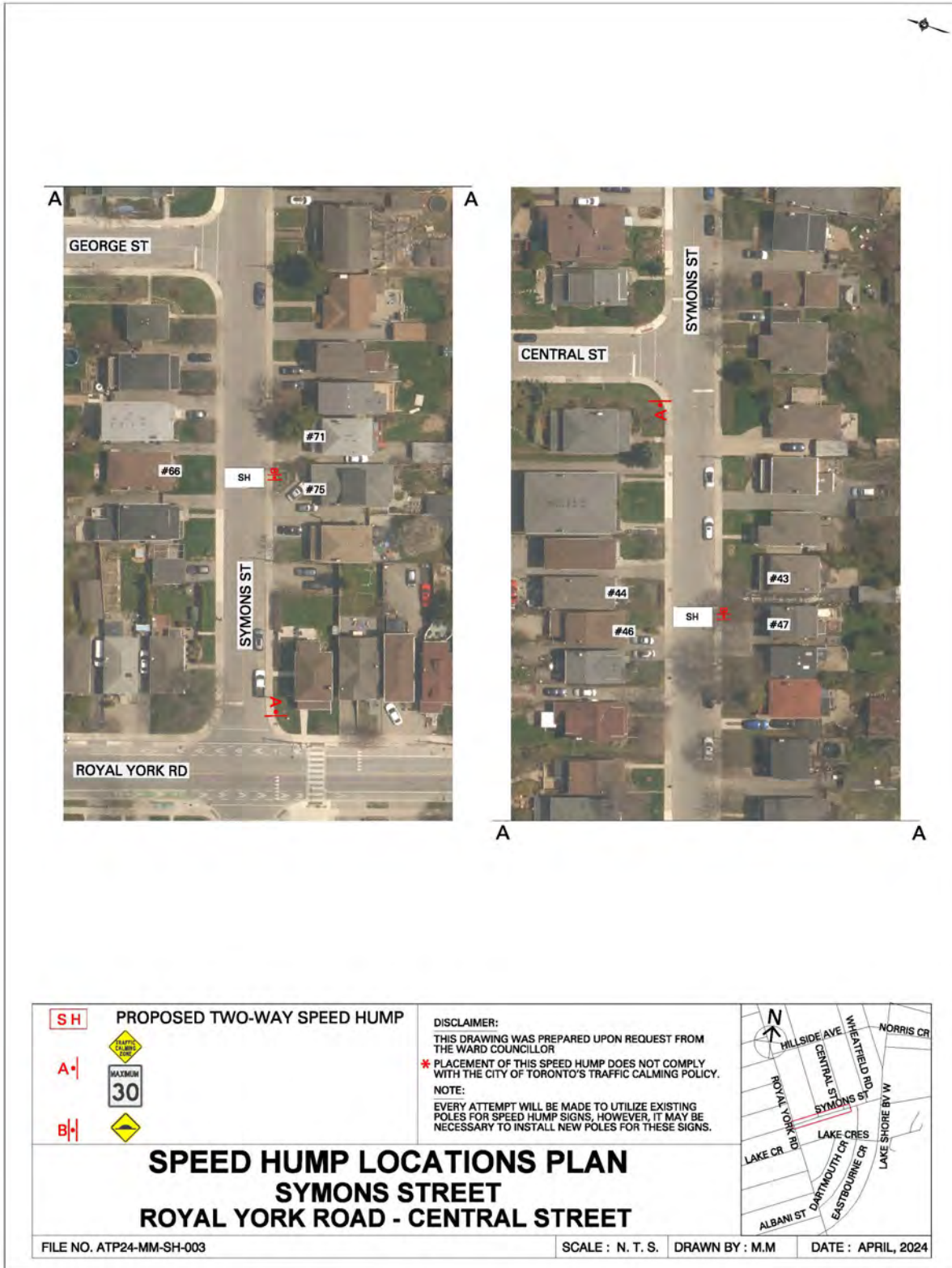
Attachment 3 - ATP24-MM-SH-001- Speed Hump Location Plan



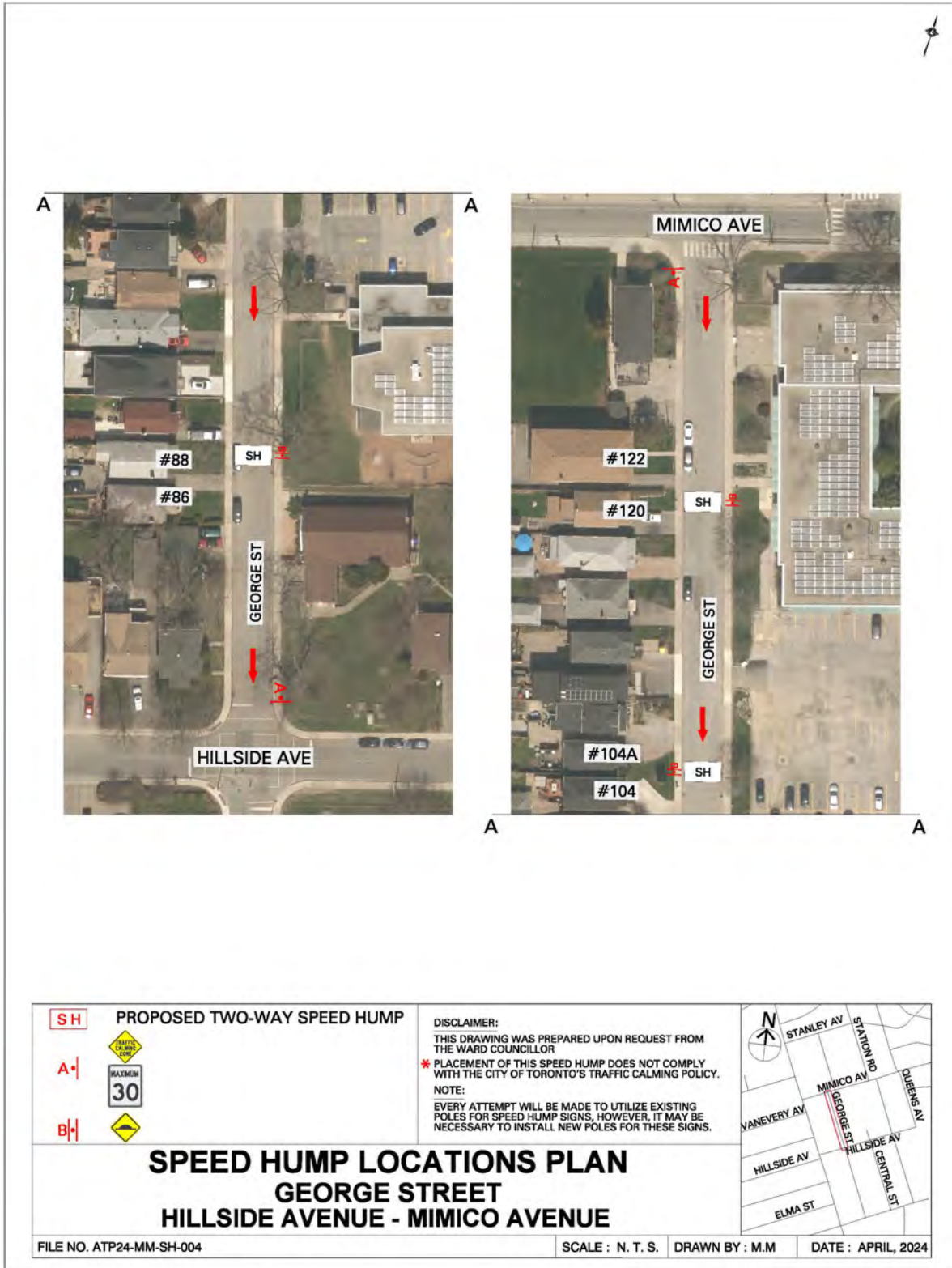
Attachment 4 - ATP24-MM-SH-002- Speed Hump Location Plan



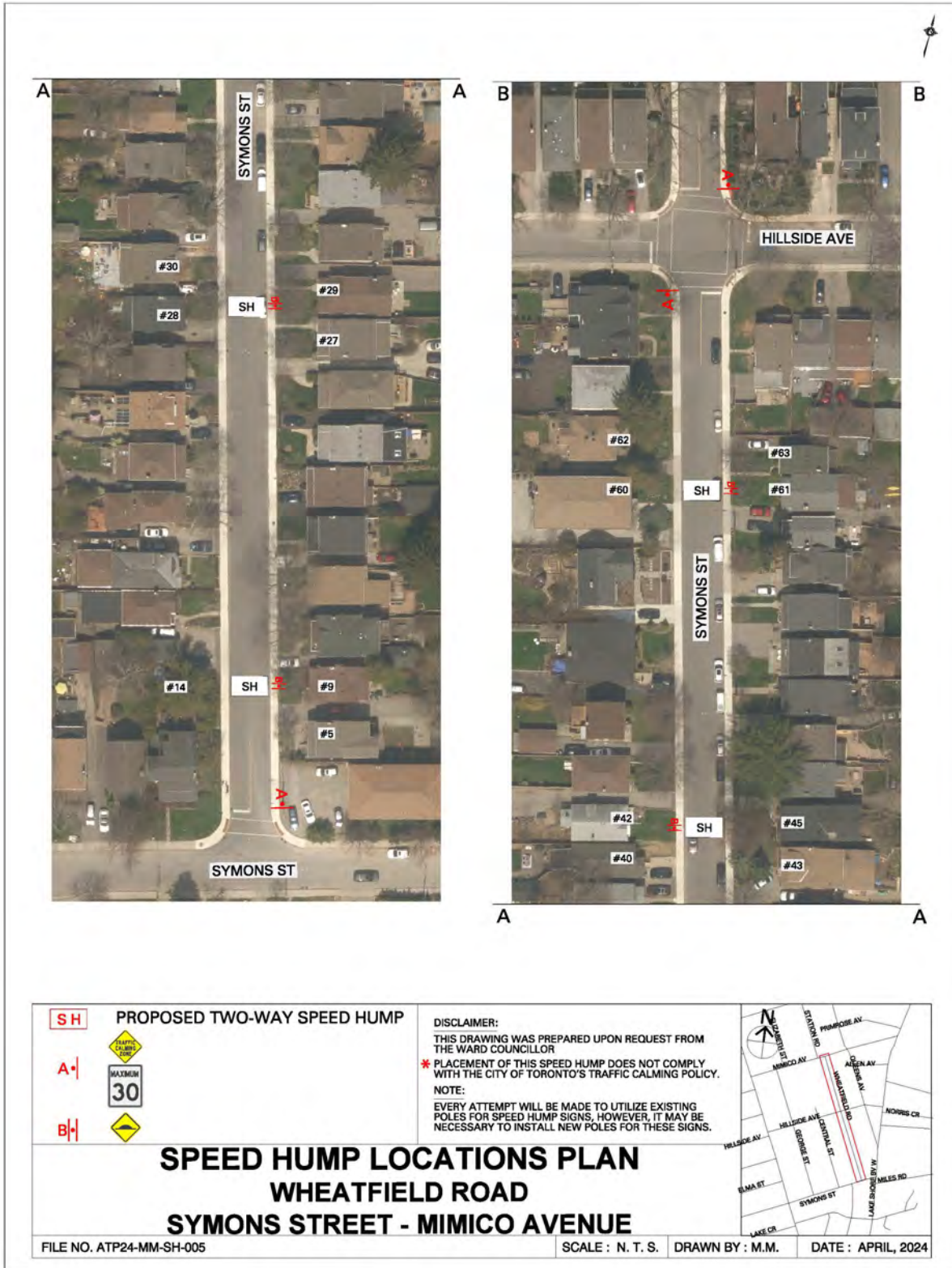
Attachment 5 - ATP24-MM-SH-003- Speed Hump Location Plan



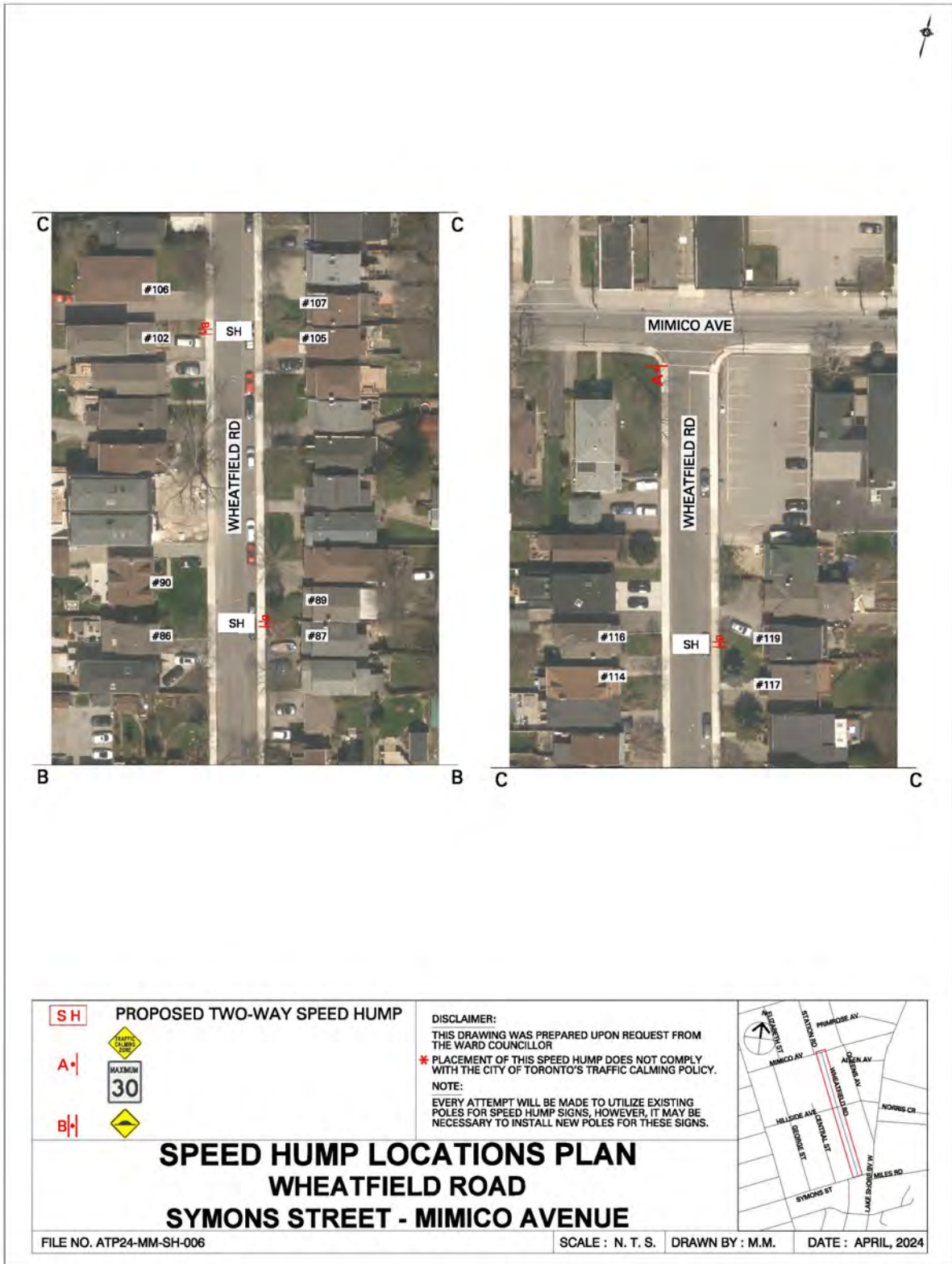
Attachment 6 - ATP24-MM-SH-004- Speed Hump Location Plan

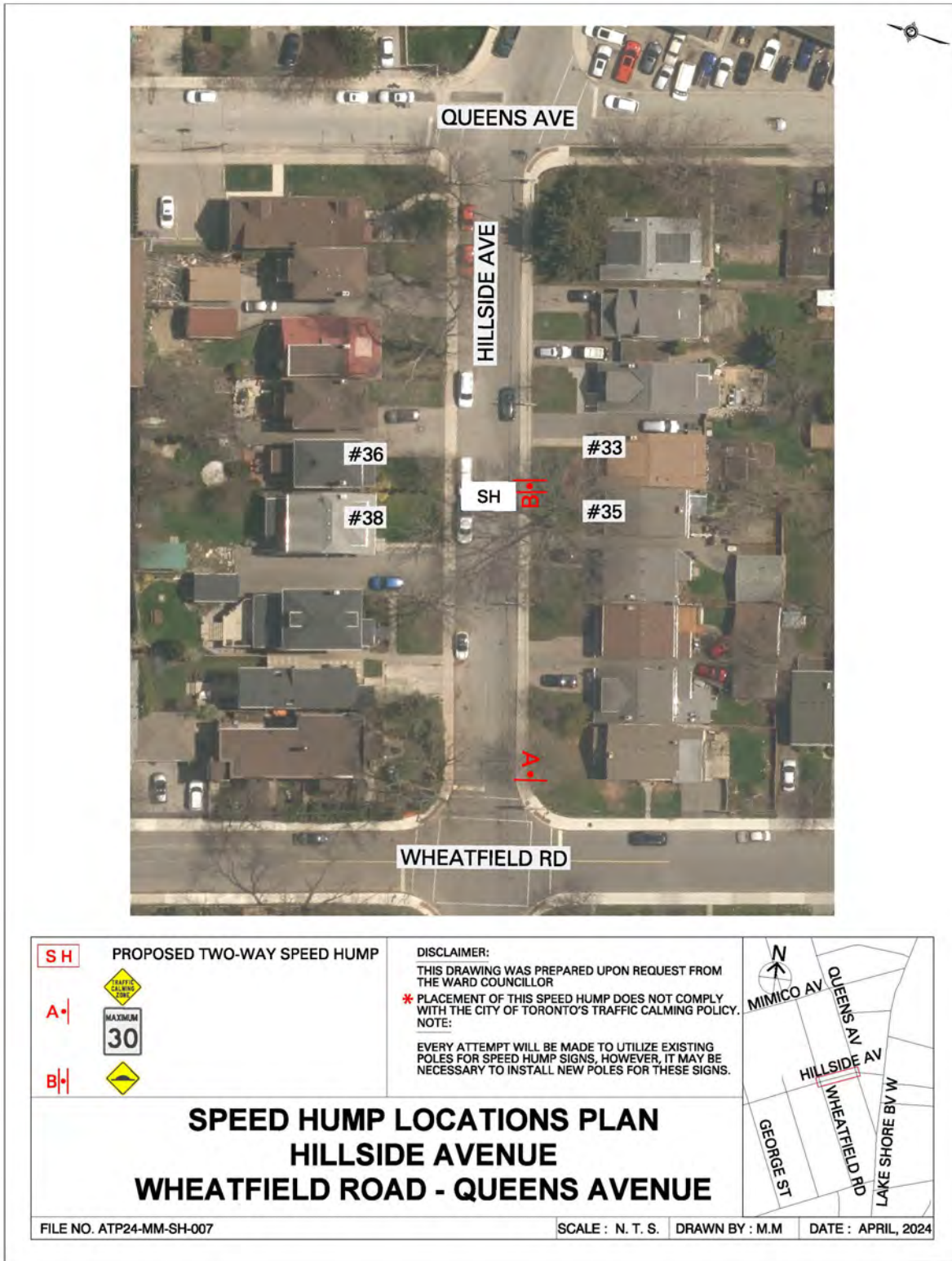


Attachment 7 - ATP24-MM-SH-005- Speed Hump Location Plan

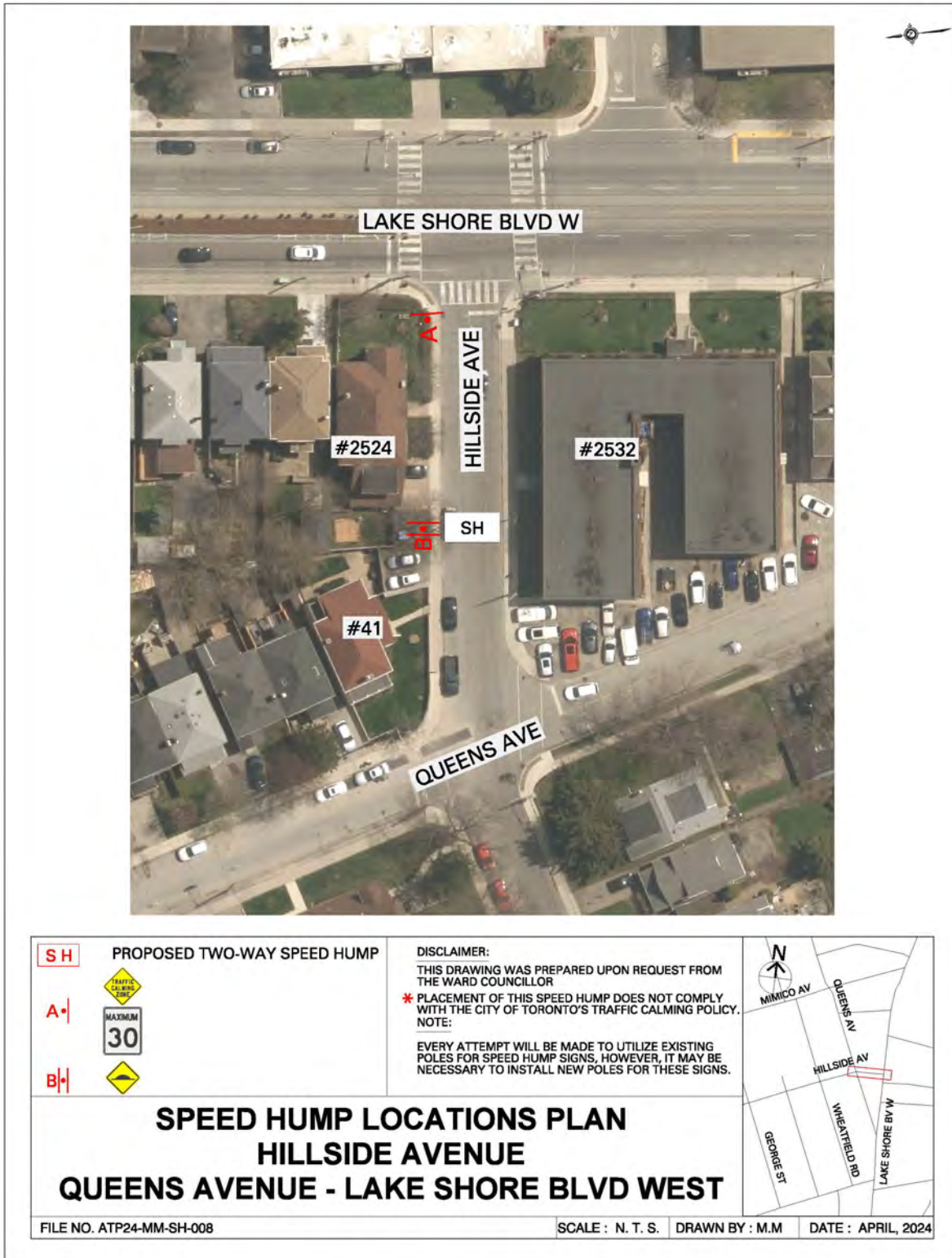


Attachment 8 - ATP24-MM-SH-006- Speed Hump Location Plan



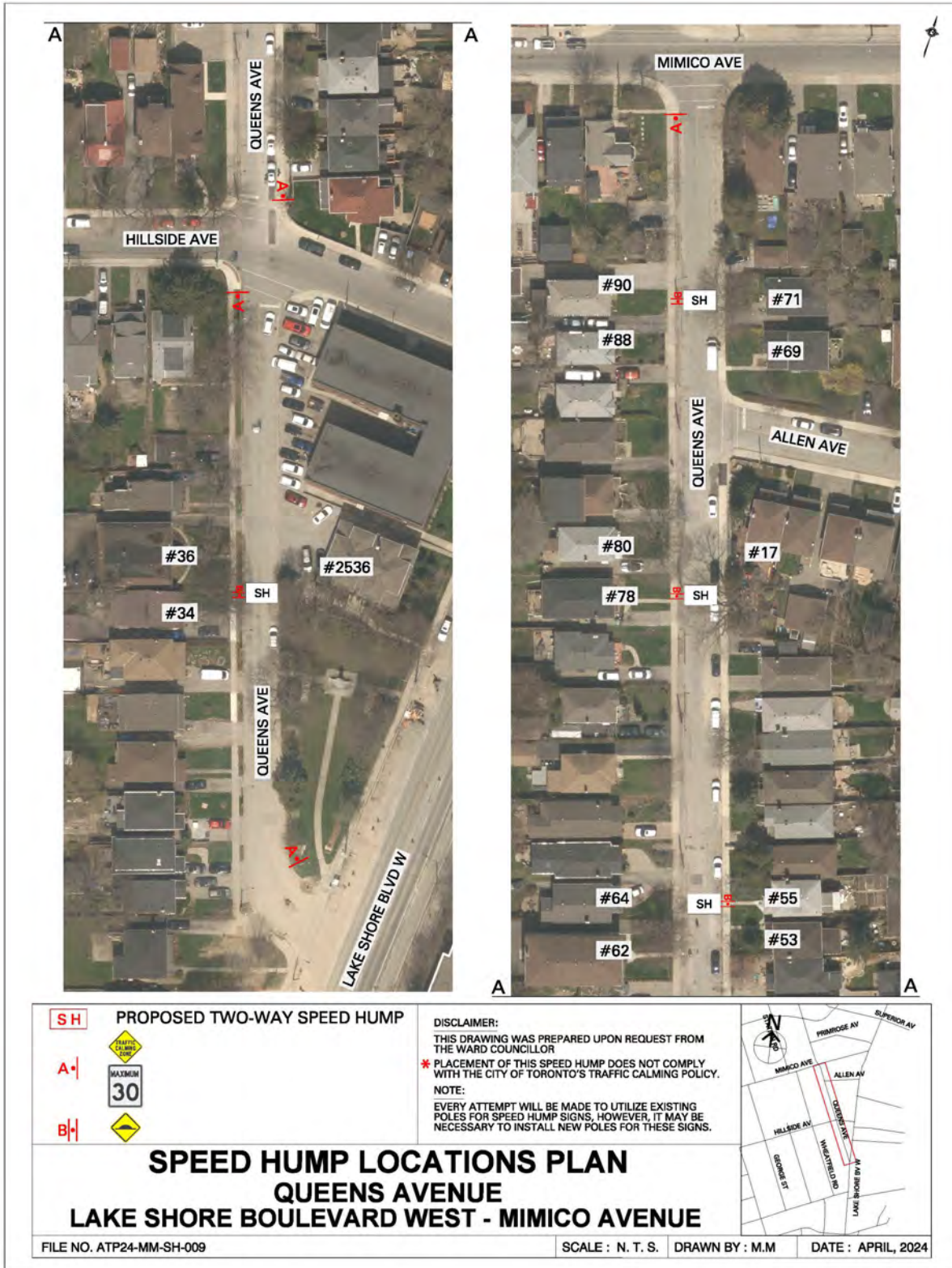


<p>SH</p> <p>A</p> <p>B</p>	<p>PROPOSED TWO-WAY SPEED HUMP</p>	<p>DISCLAIMER: THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR * PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY. NOTE: EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>		
<p>SPEED HUMP LOCATIONS PLAN HILLSIDE AVENUE WHEATFIELD ROAD - QUEENS AVENUE</p>				
<p>FILE NO. ATP24-MM-SH-007</p>		<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : APRIL, 2024</p>

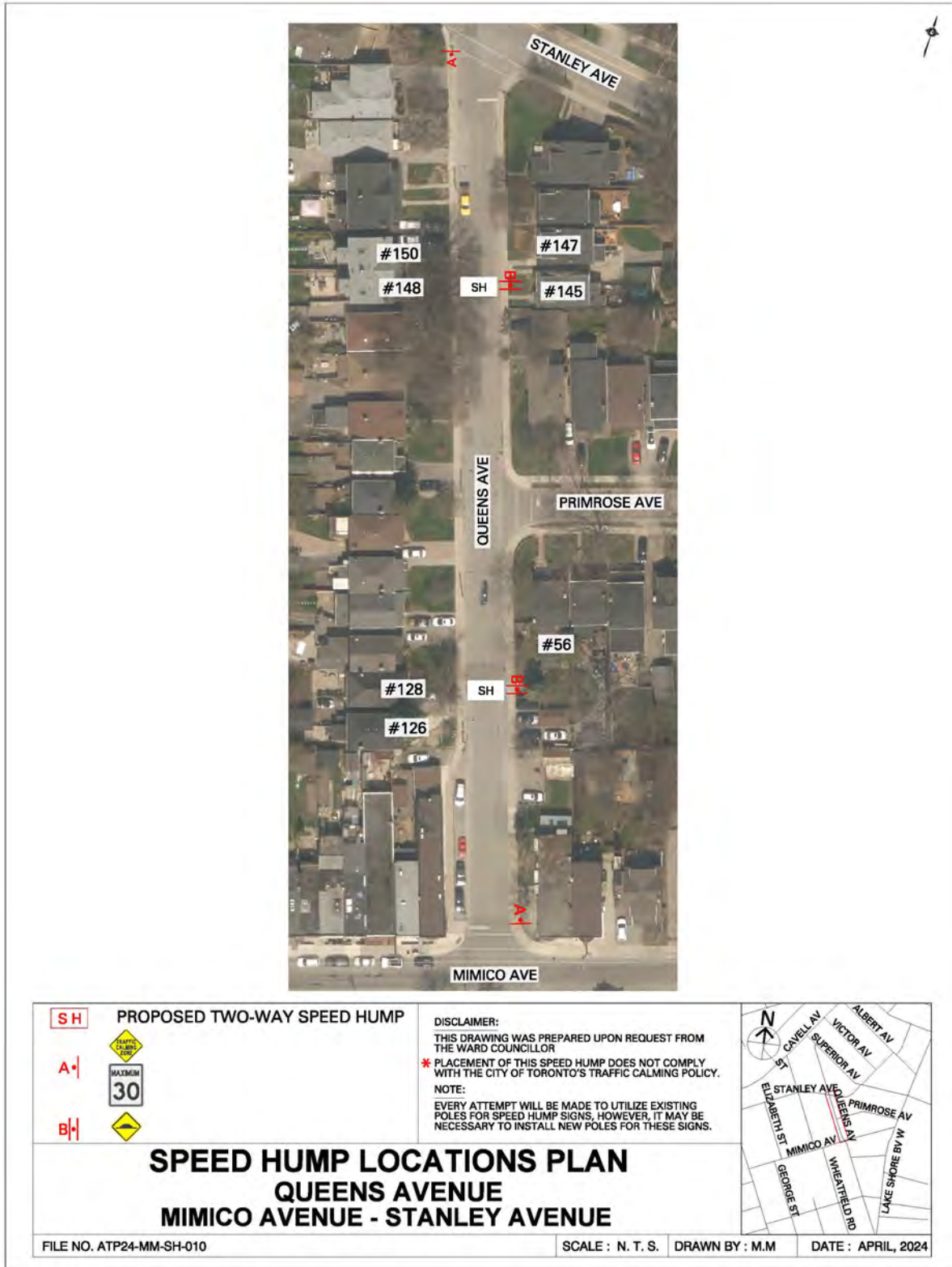


<p>SH</p> <p>A-</p> <p>B-</p>	<p>PROPOSED TWO-WAY SPEED HUMP</p> <p>TRAFFIC CALMING</p> <p>MAXIMUM 30</p>	<p>DISCLAIMER:</p> <p>THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR</p> <p>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.</p> <p>NOTE:</p> <p>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.</p>		
<p>SPEED HUMP LOCATIONS PLAN</p> <p>HILLSIDE AVENUE</p> <p>QUEENS AVENUE - LAKE SHORE BLVD WEST</p>				
<p>FILE NO. ATP24-MM-SH-008</p>		<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : APRIL, 2024</p>

Attachment 11 - ATP24-MM-SH-009- Speed Hump Location Plan



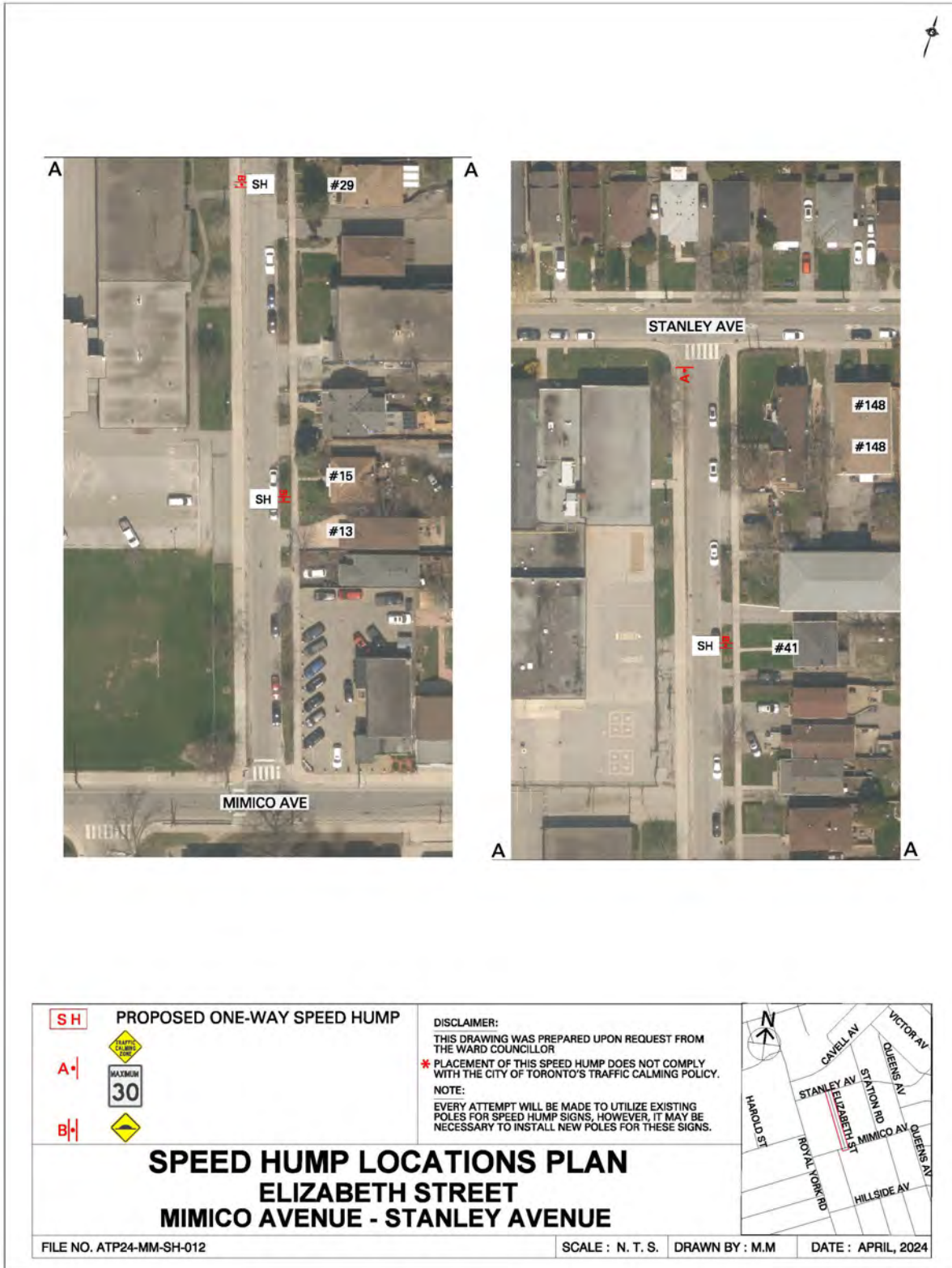
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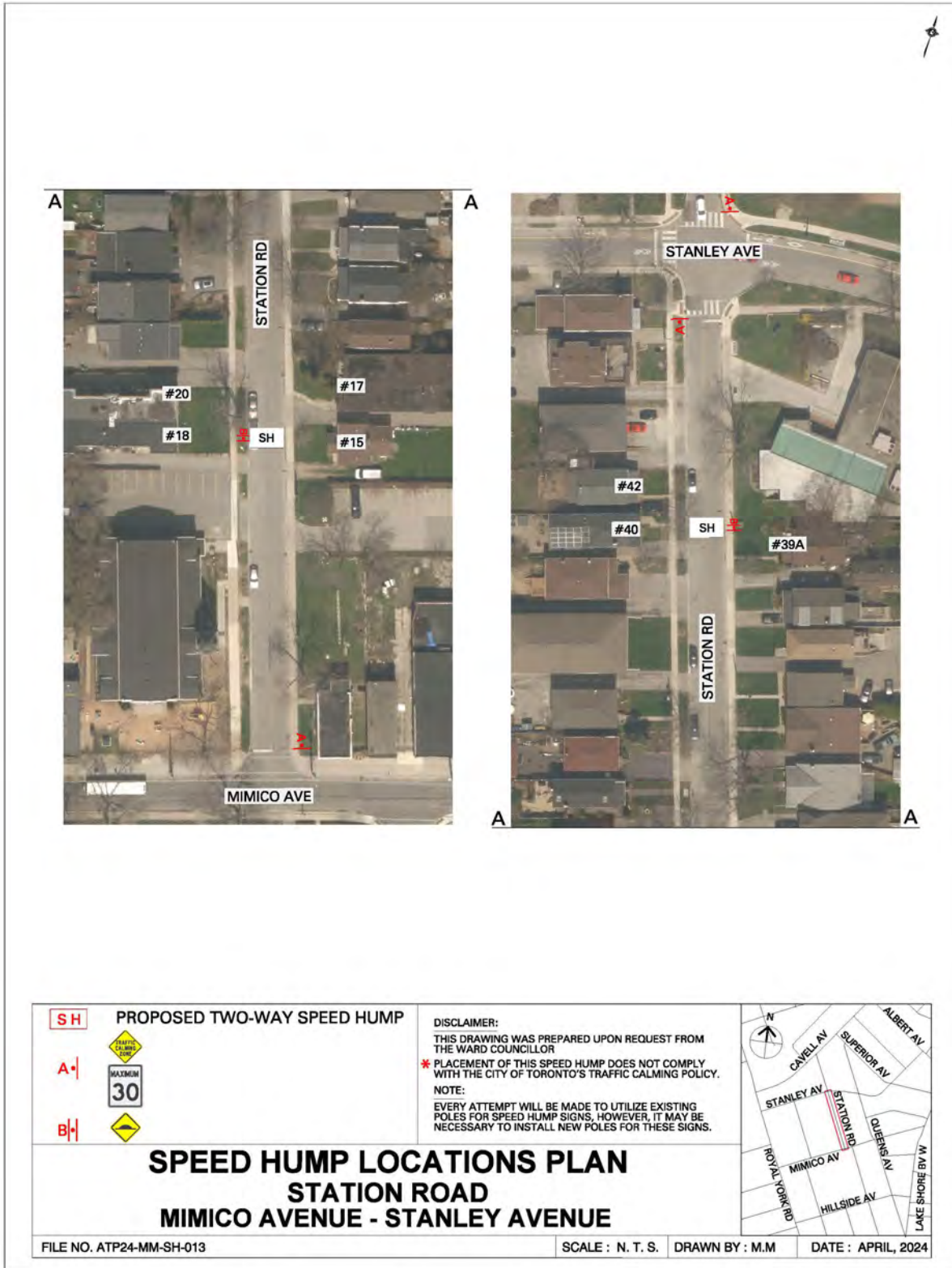
Attachment 13 - ATP24-MM-SH-011- Speed Hump Location Plan



Attachment 14 - ATP24-MM-SH-012- Speed Hump Location Plan



Attachment 15 - ATP24-MM-SH-013- Speed Hump Location Plan

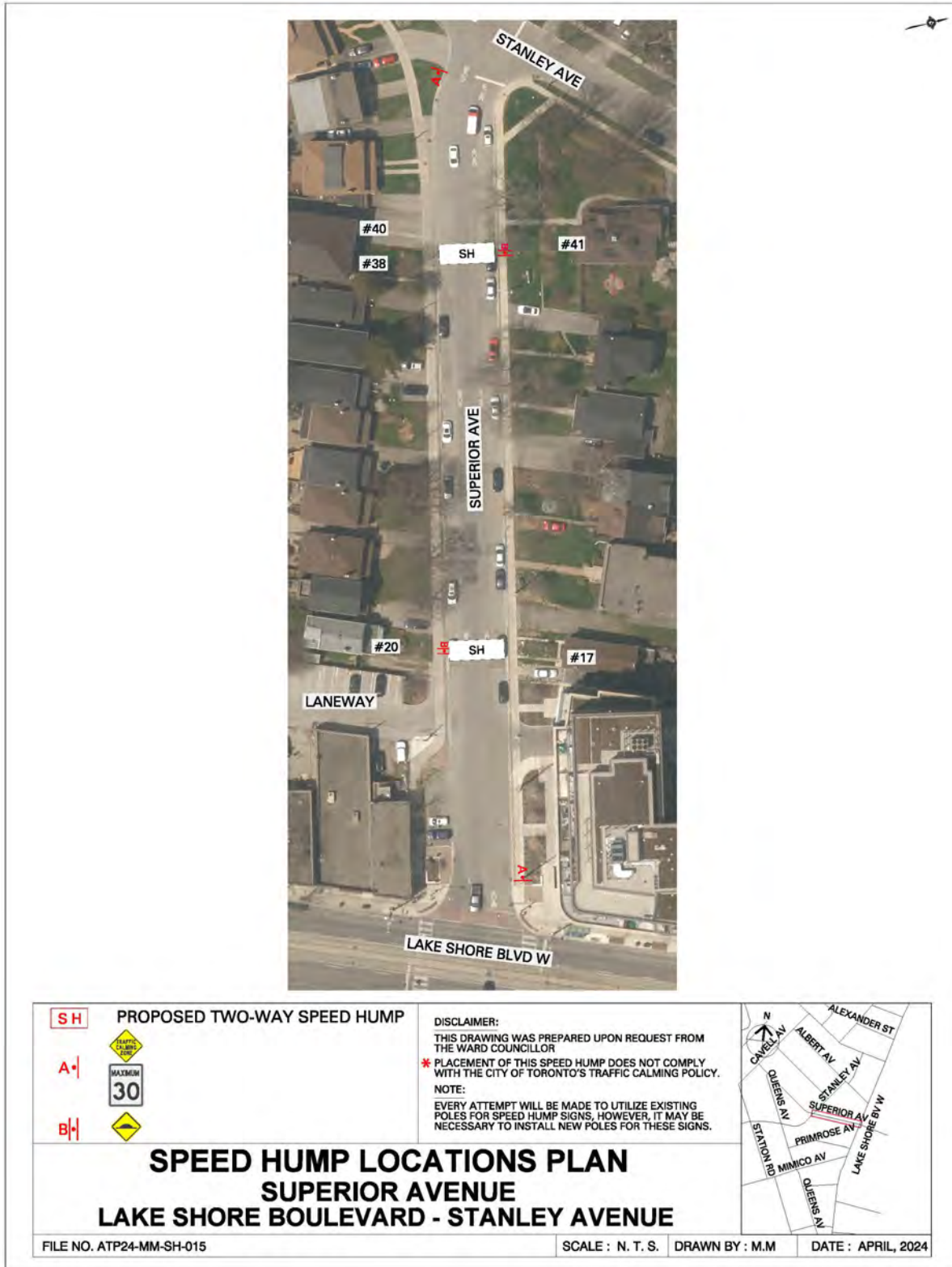


Attachment 16 - ATP24-MM-SH-014- Speed Hump Location Plan

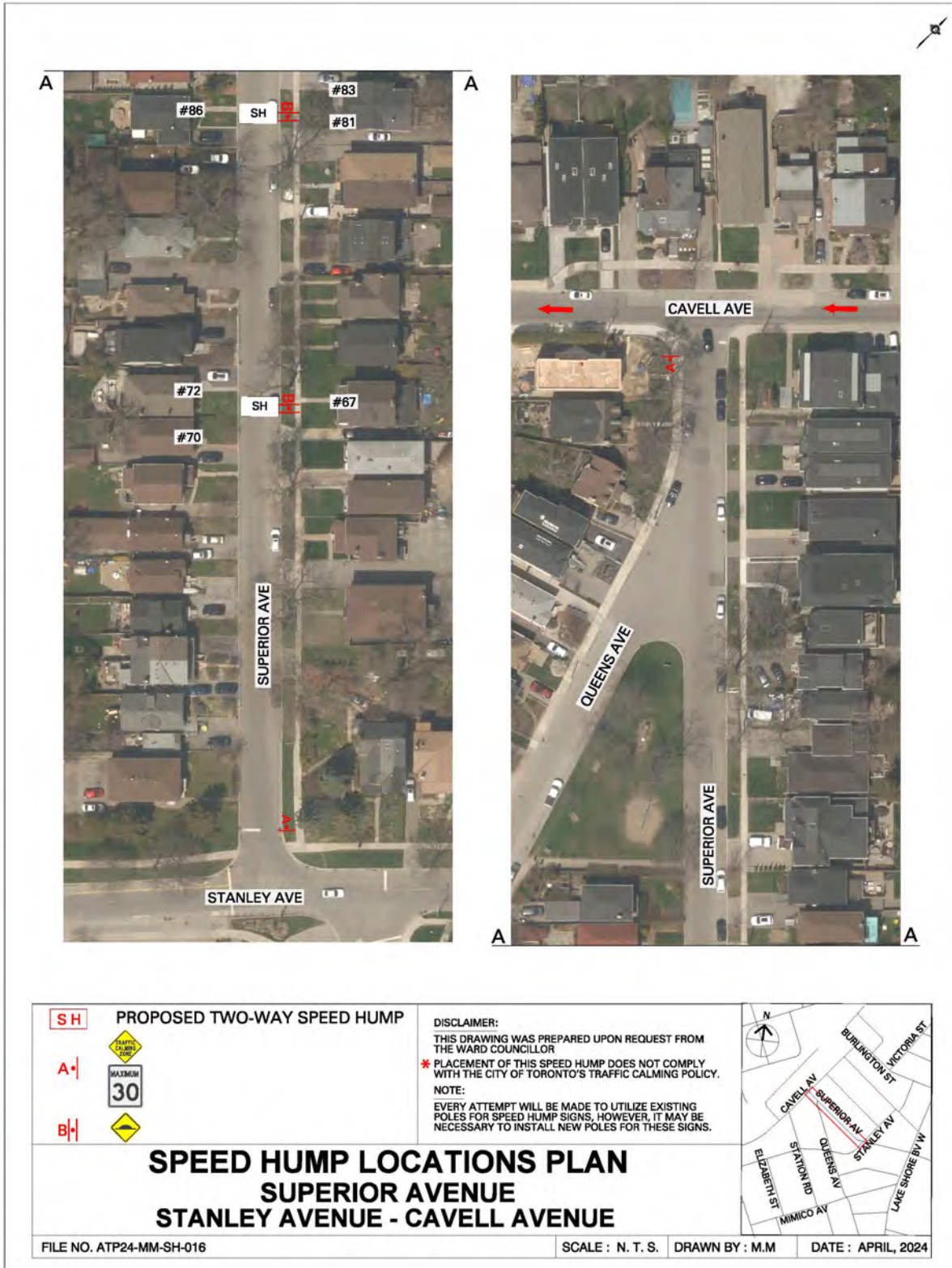


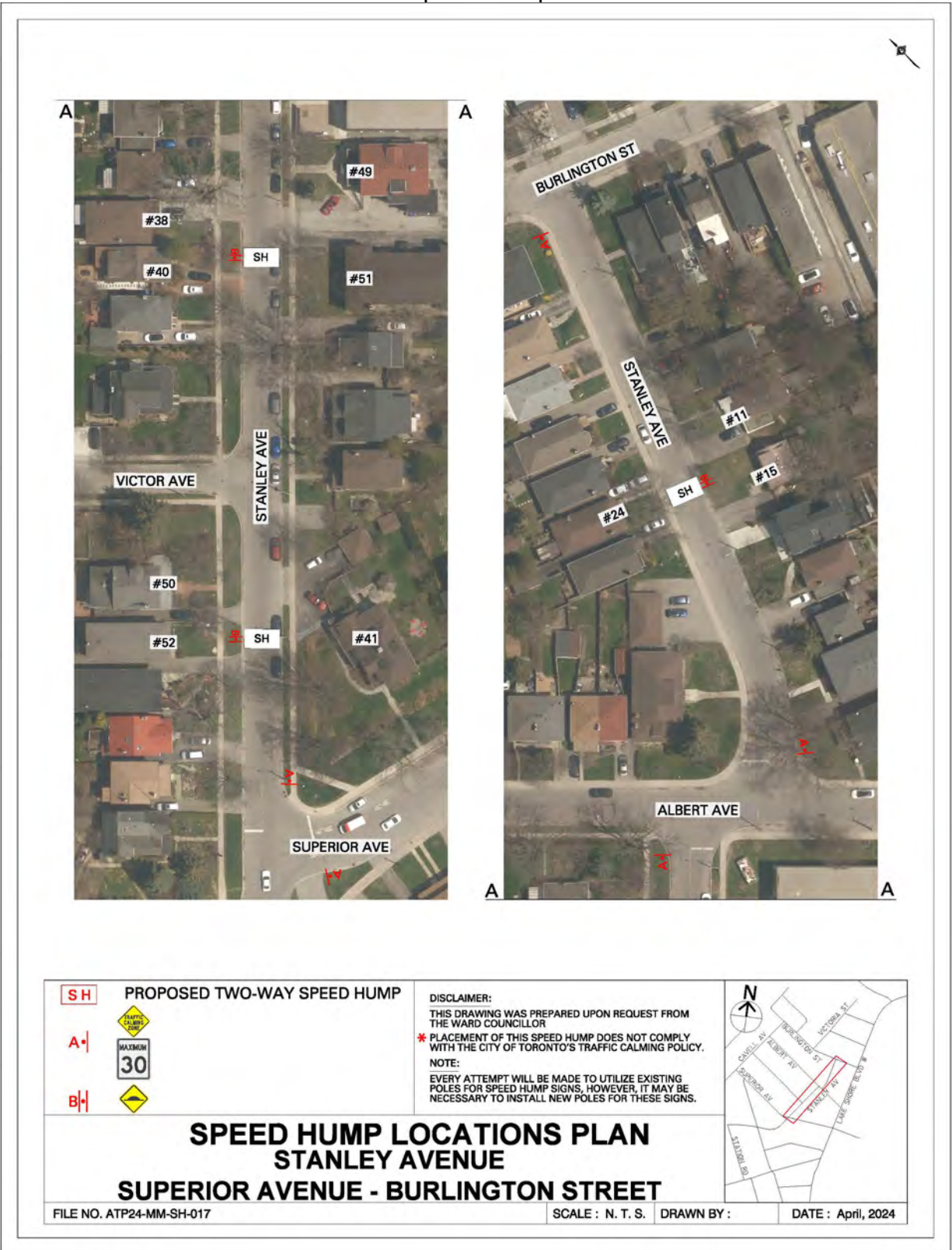
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<p>SPEED HUMP LOCATIONS PLAN STATION ROAD STANLEY AVENUE - CAVELL AVENUE</p>			
<p>FILE NO. ATP24-MM-SH-014</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : APRIL, 2024</p>

Attachment 17 - ATP24-MM-SH-015- Speed Hump Location Plan

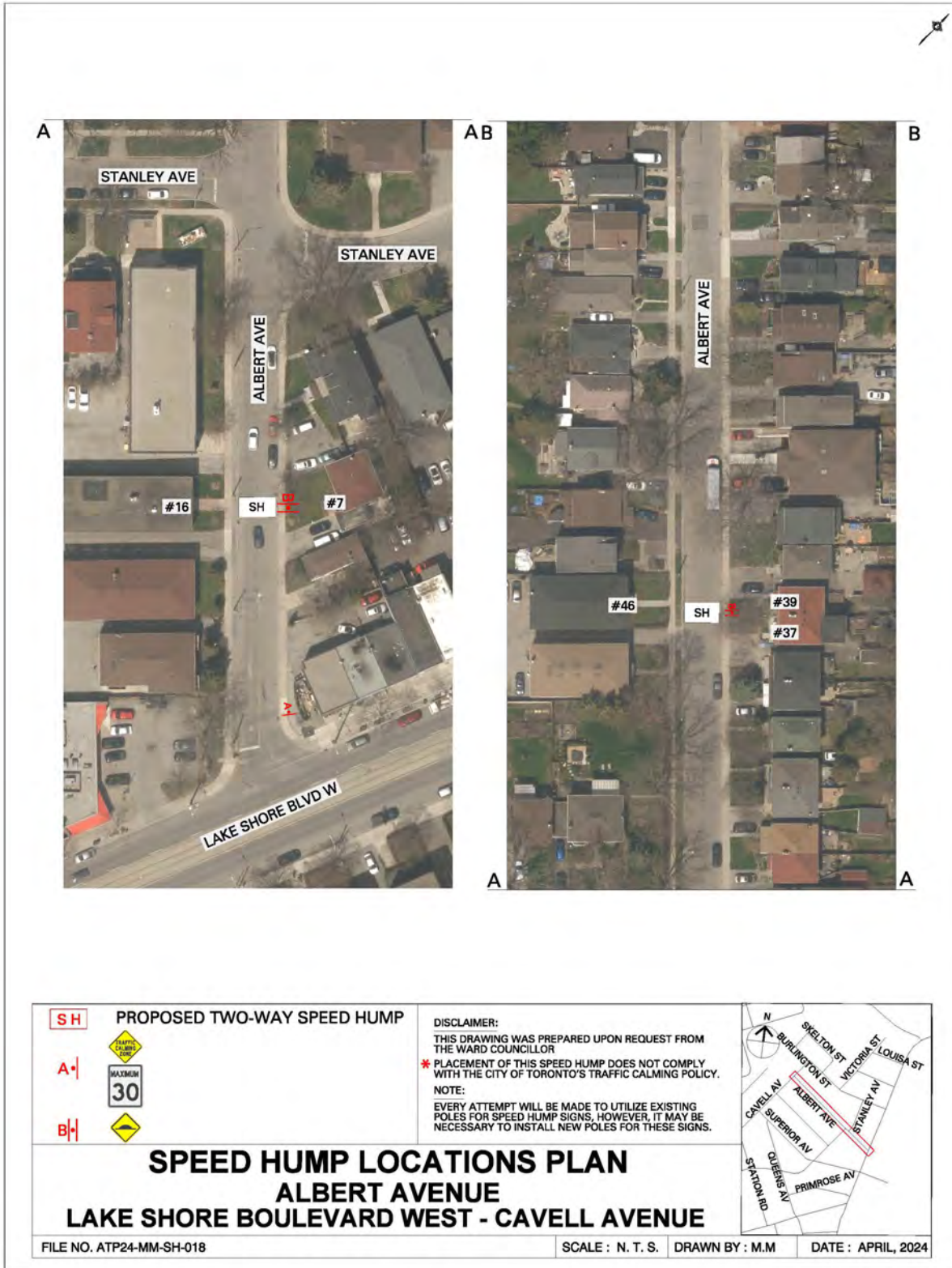


Attachment 18 - ATP24-MM-SH-016- Speed Hump Location Plan





Attachment 20 - ATP24-MM-SH-018- Speed Hump Location Plan



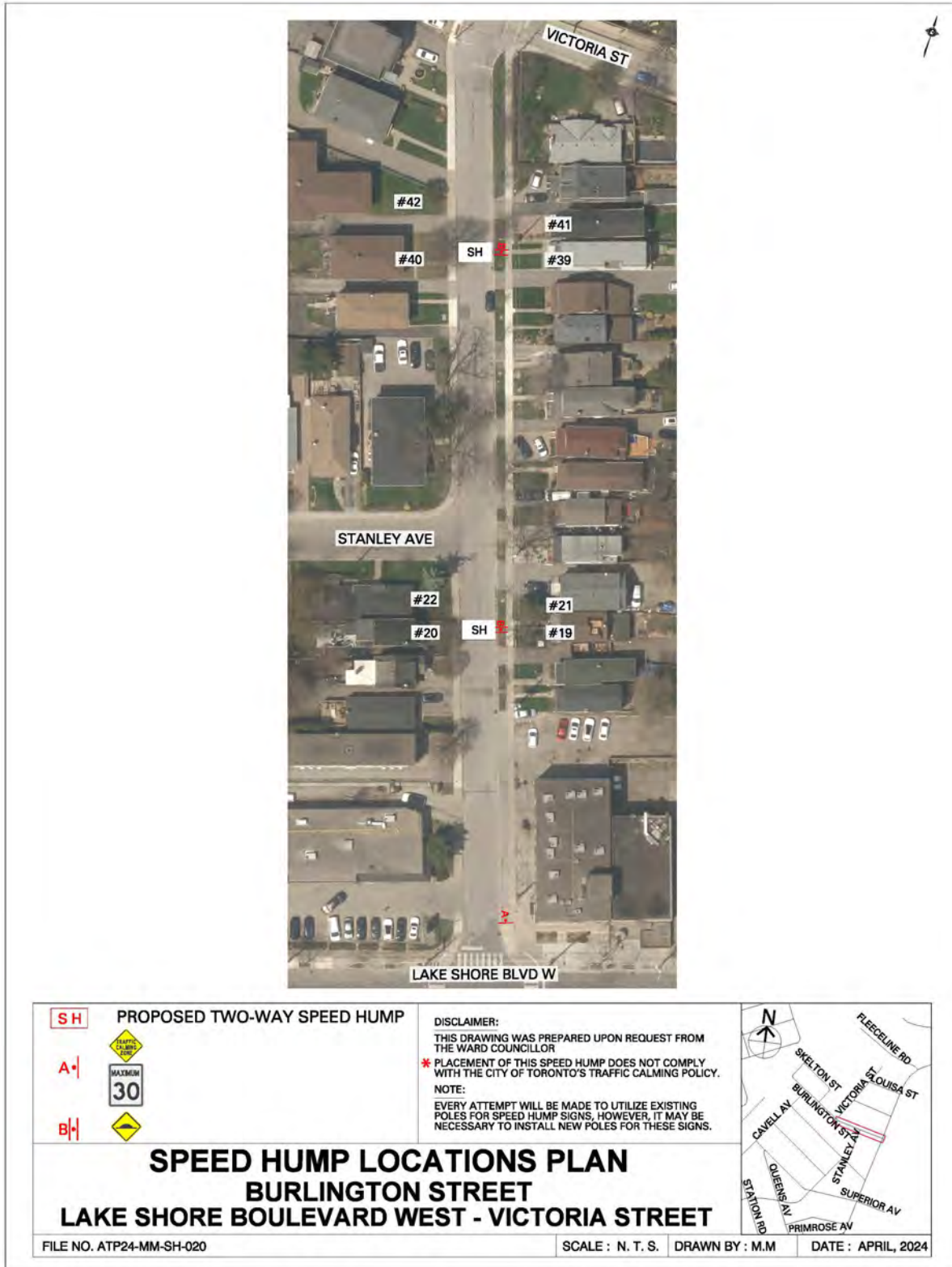


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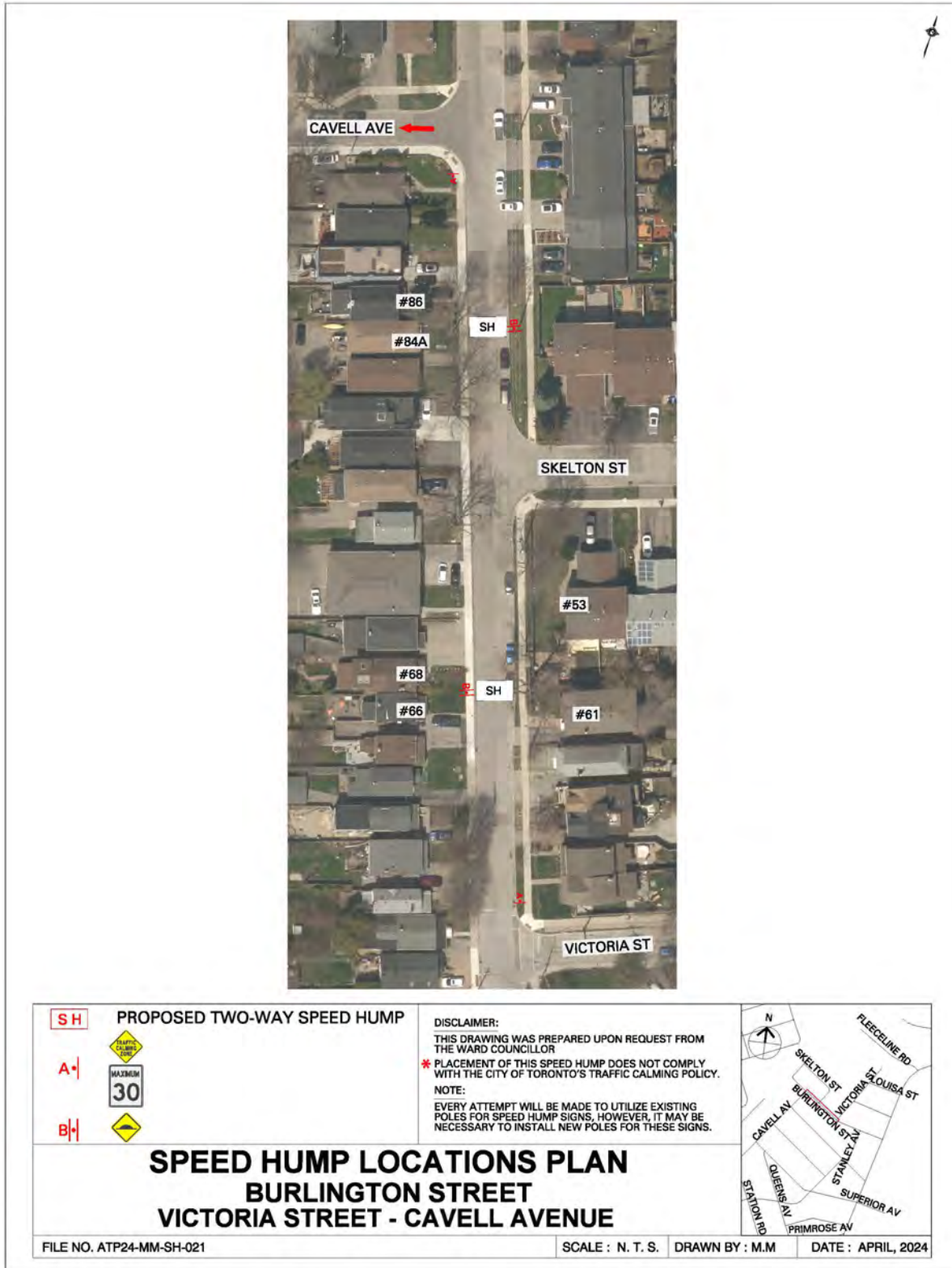
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<p>SPEED HUMP LOCATIONS PLAN ALBERT AVENUE LAKE SHORE BOULEVARD WEST - CAVELL AVENUE</p>			
<p>FILE NO. ATP24-MM-SH-019</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : M.M</p>	<p>DATE : APRIL, 2024</p>

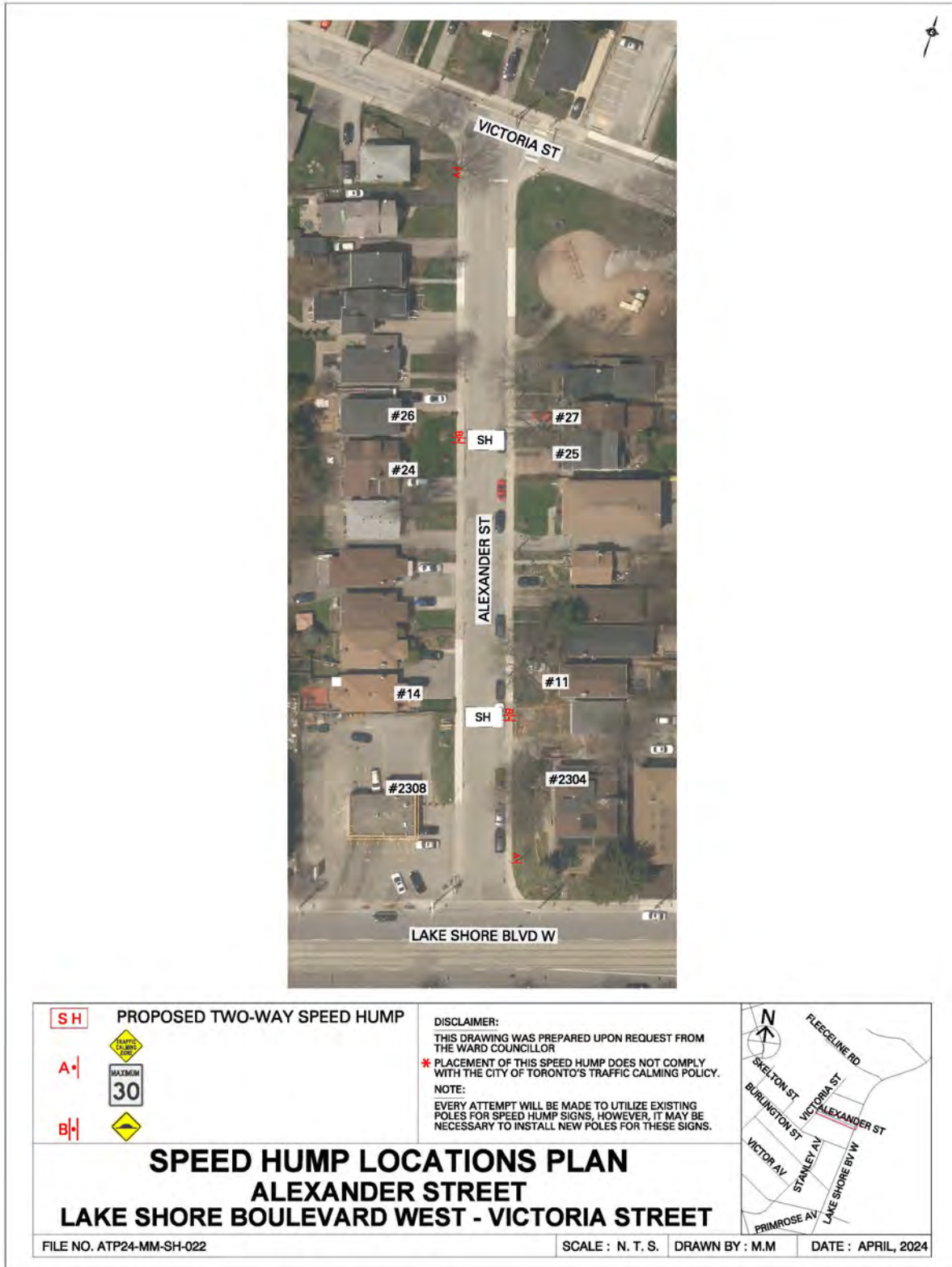
Attachment 22 - ATP24-MM-SH-020- Speed Hump Location Plan



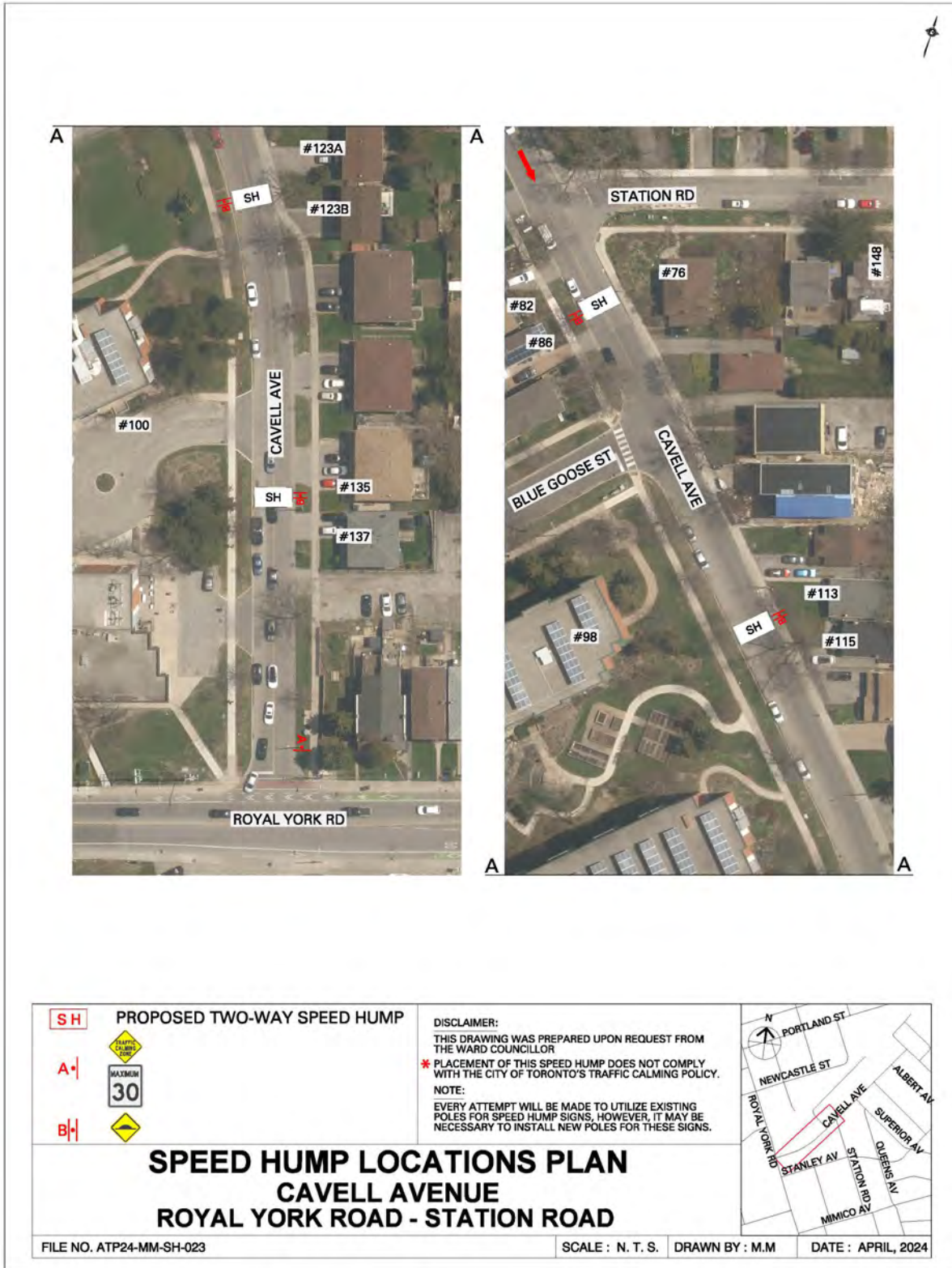
Attachment 23 - ATP24-MM-SH-021- Speed Hump Location Plan



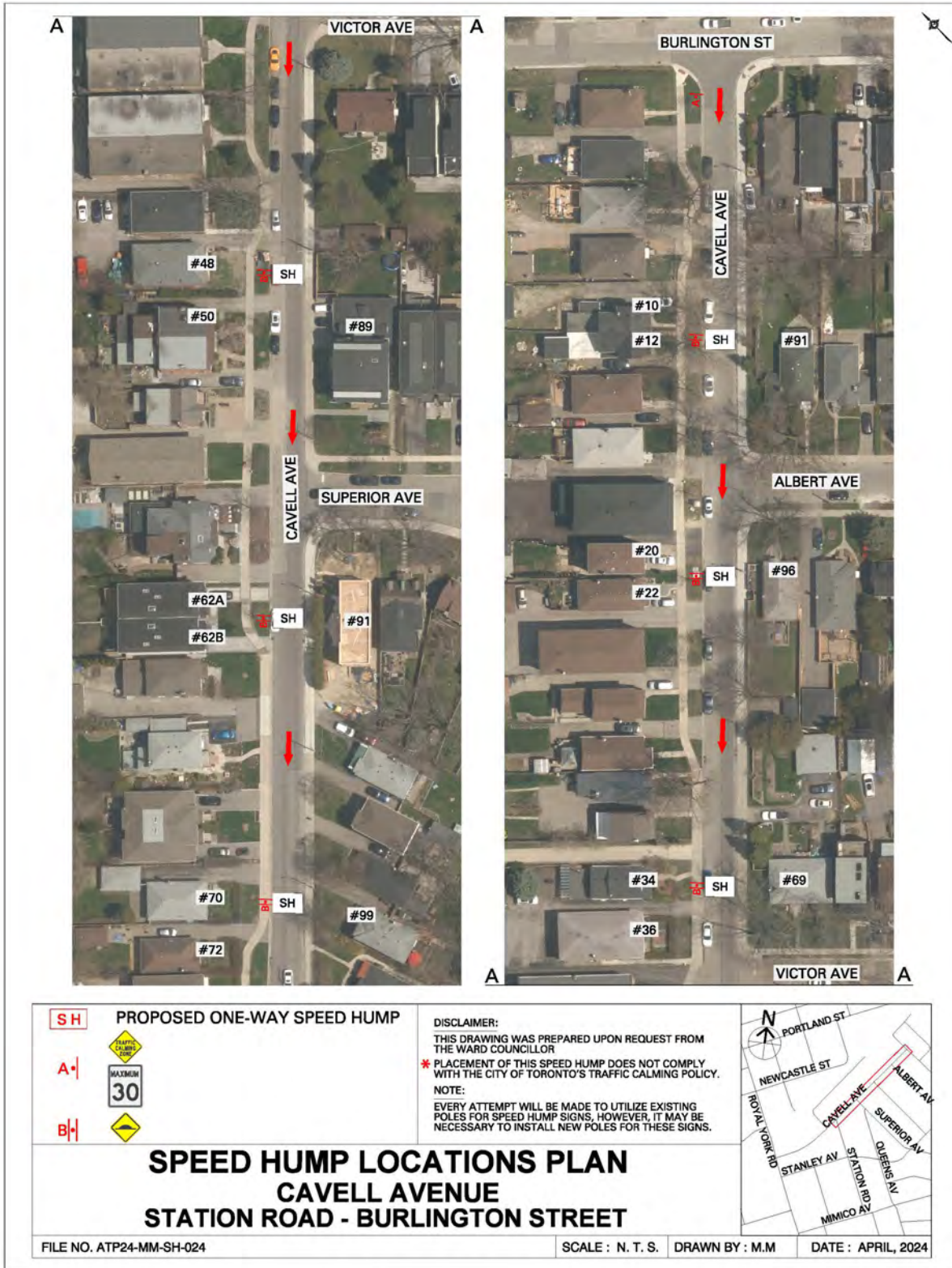
Attachment 24 - ATP24-MM-SH-022- Speed Hump Location Plan



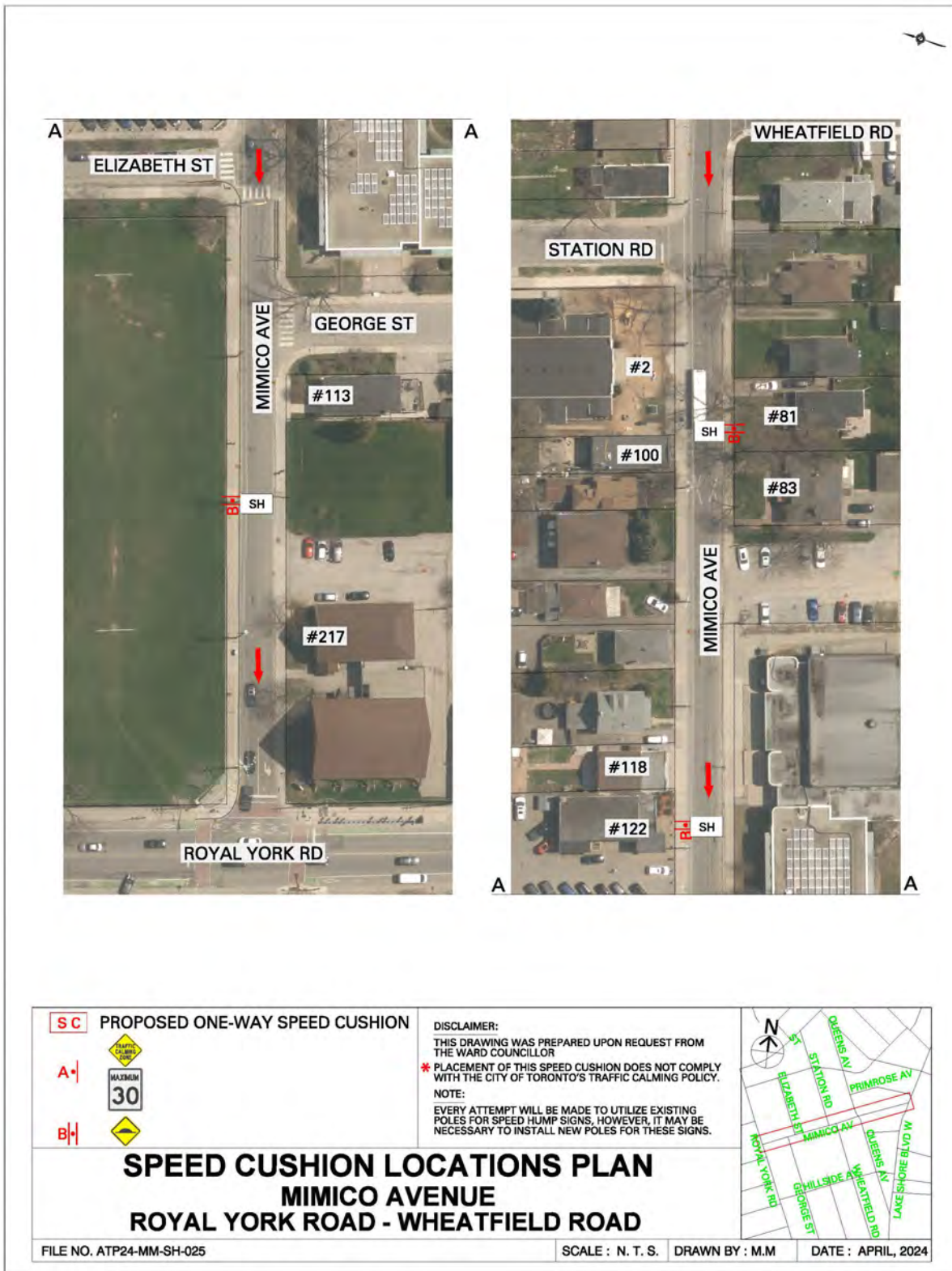
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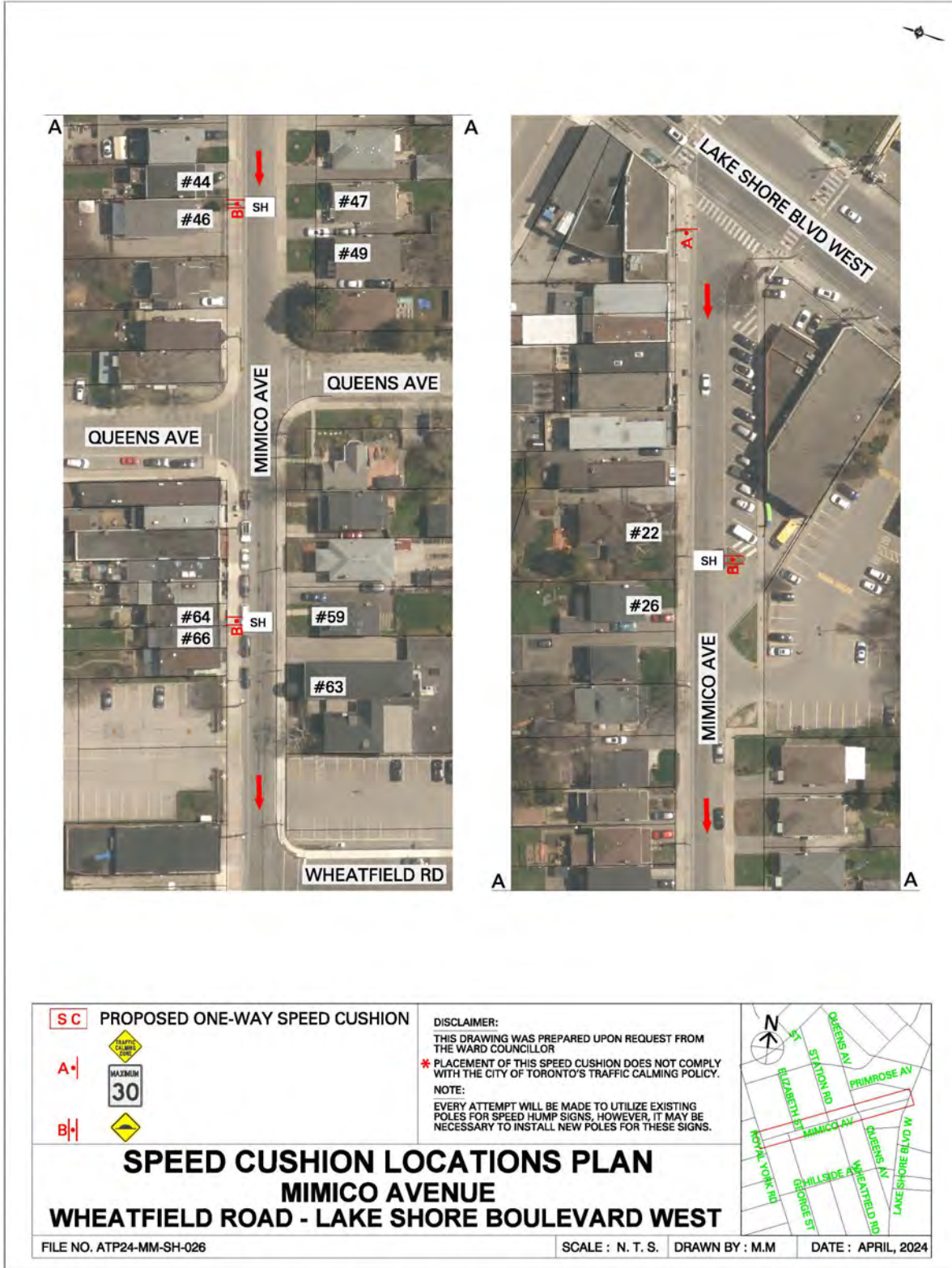


Attachment 26 - ATP24-MM-SH-024- Speed Hump Location Plan

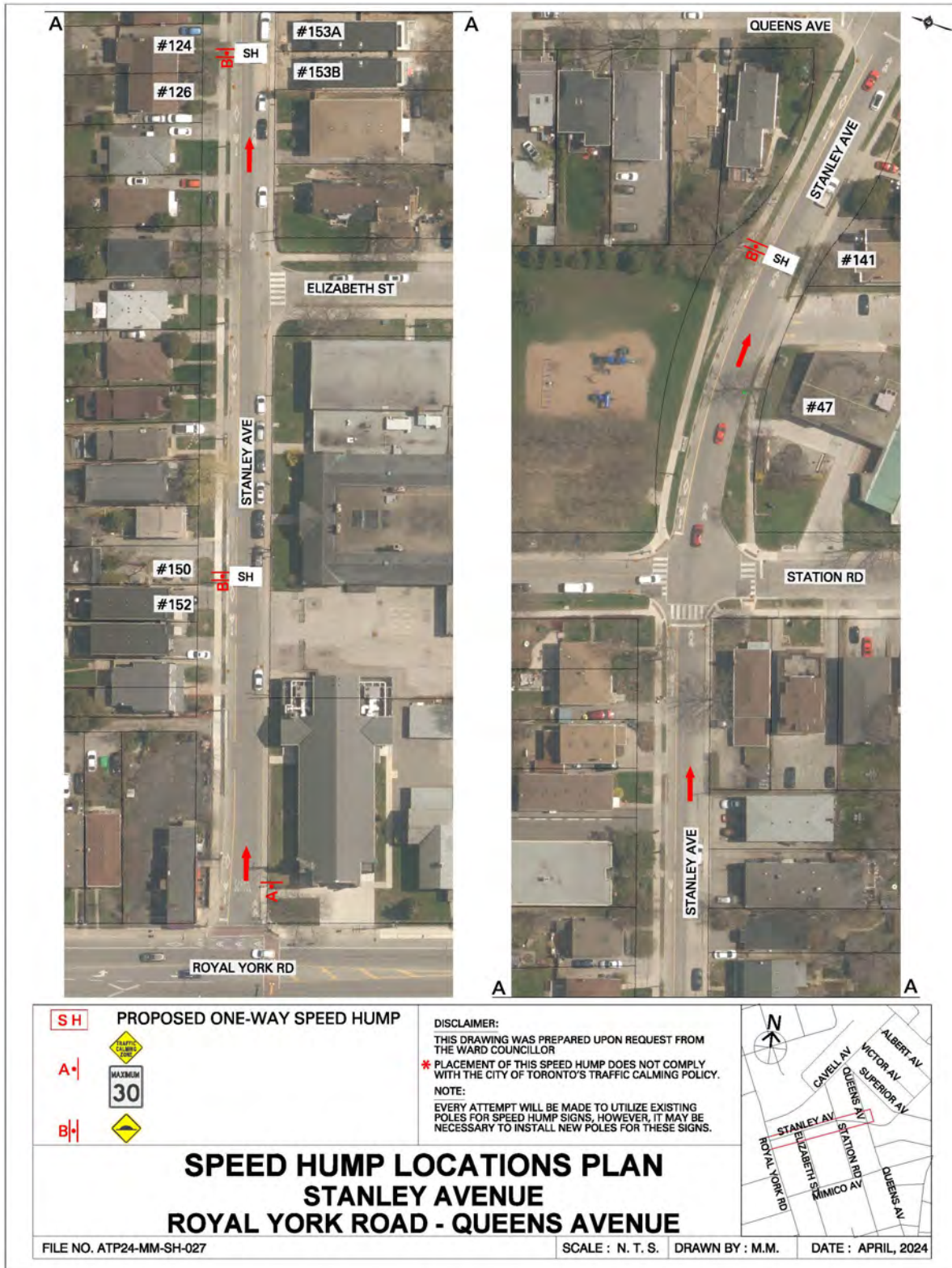


Attachment 27 - ATP24-MM-SH-025- Speed Hump Location Plan





Attachment 29 - ATP24-MM-SH-027- Speed Hump Location Plan

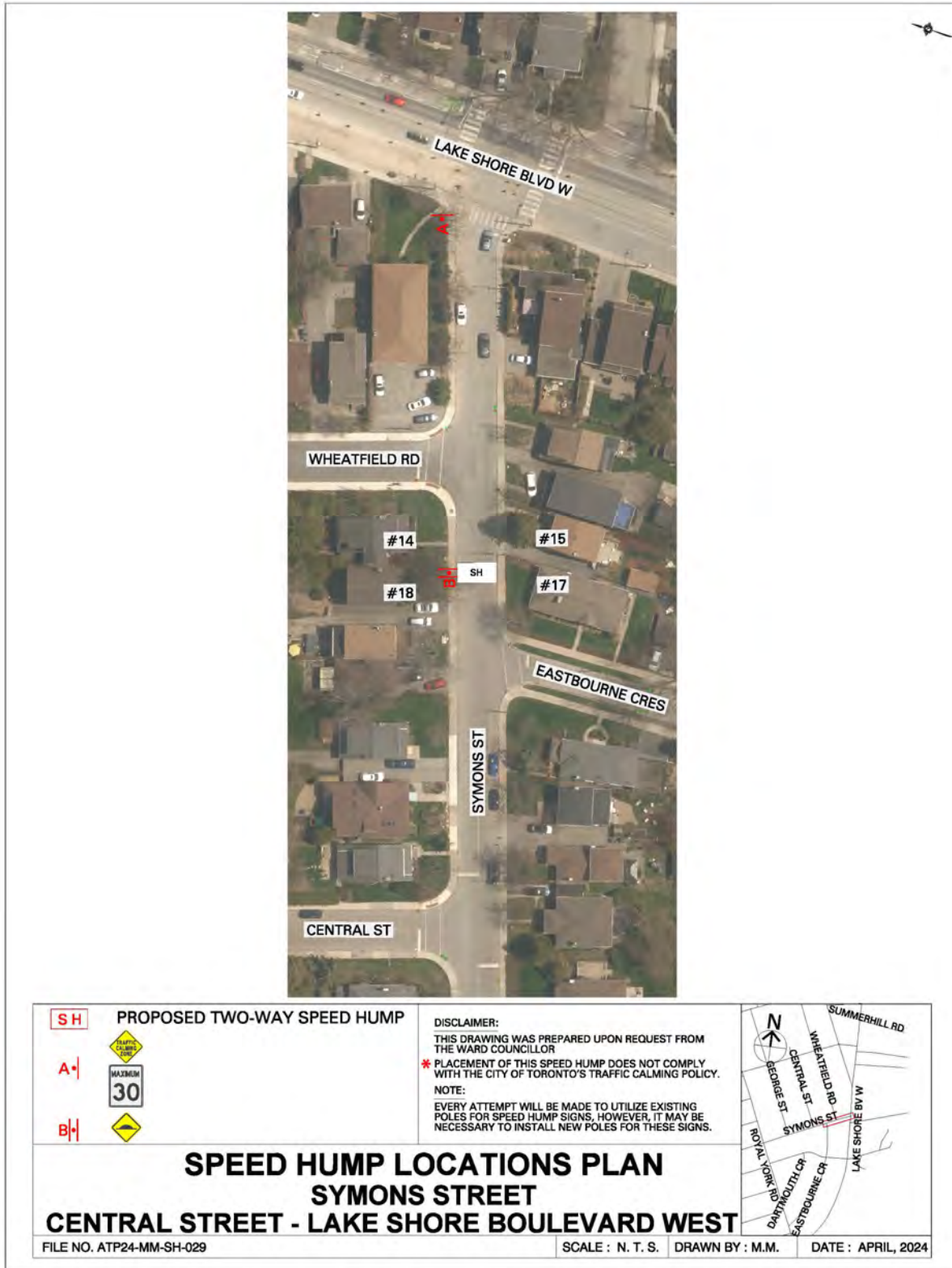


Attachment 30 - ATP24-MM-SH-028- Speed Hump Location Plan

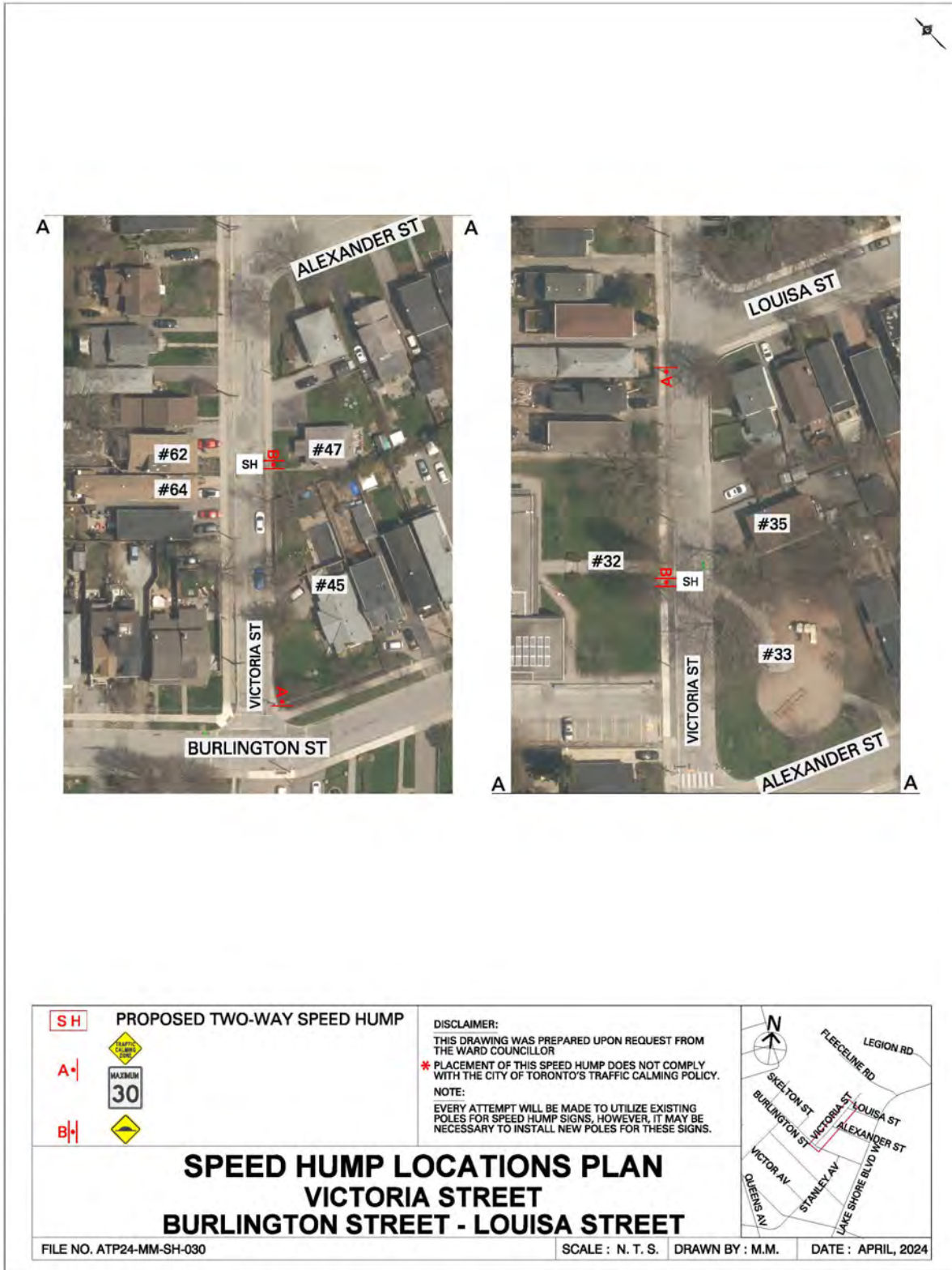


<p>SH</p> <p>A</p> <p>B</p>	<p>PROPOSED ONE-WAY SPEED HUMP</p>	<p>DISCLAIMER: THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR</p> <p>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.</p> <p>NOTE: EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>	
<p>SPEED HUMP LOCATIONS PLAN STANLEY AVENUE QUEENS AVENUE - SUPERIOR AVENUE</p>			
<p>FILE NO. ATP24-MM-SH-028</p>		<p>SCALE : N. T. S. DRAWN BY : M.M.</p>	<p>DATE : APRIL, 2024</p>

Attachment 31 - ATP24-MM-SH-029- Speed Hump Location Plan



Attachment 32 - ATP24-MM-SH-030- Speed Hump Location Plan



Attachment 33 - Traffic Calming Prioritization Scores

Roadway	From	To	Prioritization Score
Albert Avenue	Cavell Avenue	Stanley Avenue	49
Alexander Street	Victoria Street	Lake Shore Boulevard West	32
Burlington Street	Cavell Avenue	Lake Shore Boulevard West	22
Cavell Avenue	Burlington Street	Royal York Road	30
Elizabeth Street	Stanley Avenue	Mimico Avenue	28
George Street	Mimico Avenue	Hillside Avenue	42
Hillside Avenue	Wheatfield Road	Queens Avenue	22
Lake Crescent	Royal York Road	Lake Shore Boulevard West	12
Queens Avenue	Superior Avenue	Lake Shore Boulevard West	24
Stanley Avenue	Victor Avenue	Albert Avenue	43
Station Road	Cavell Avenue	Stanley Avenue	57
Superior Avenue	Cavell Avenue	Lake Shore Boulevard West	51
Symons Street	George Street	Central Street	18
Wheatfield Road	Mimico Avenue	Hillside Avenue	22
Mimico Avenue	Royal York Road	Lake Shore Boulevard West	27

Attachment 34 - Response from Toronto Fire Services



Matthew Pegg
Fire Chief and General Manager

Paul Raftis
Deputy City Manager
Community & Social Services

Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Email: OfficeoftheFireChief@toronto.ca

April 24, 2024

Adam Wenneman, P. Eng. (he/him)
Senior Project Manager, Area Transportation Planning
Transportation Services
City of Toronto
[416-392-1704](tel:416-392-1704)

**RE: Location between Royal York Road to the west, Manchester Street/Burlington Street/Victoria Street to the north, Louisa Street to the east, and Lake Shore Boulevard West to the south.
Neighbourhood Streets Plan including Speed Humps and Speed Cushions**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps and speed cushions) **between Royal York Road to the west, Manchester Street/Burlington Street/Victoria Street to the north, Louisa Street to the east, and Lake Shore Boulevard West to the south.** and provide the following comments.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase response times. The proposed use of speed cushions on the emergency response routes for use by TTC and emergency response vehicles is a good alternative to full wide speed humps. However, it should be noted that vehicles could possibly have the tendency to veer into oncoming lanes or towards curbs to avoid half a speed cushion thereby posing a hazard.

Toronto Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the City of Toronto. However, 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. Our recommendation is that non-physical measures be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles.

Regards,

Claudio Gloazzo
Acting District Chief
Emergency Planning
Toronto Fire Services
City of Toronto
O-416-338-7708
C-416-688-0114



Attachment 35 - Response from Toronto Paramedic Services

From: Atif Sharif
Sent: April 25, 2024 12:24 PM
To: Adam Wenneman
Subject: RE: For Review + Comment by April 30 | Proposed Traffic Calming in Mimico

Good afternoon Adam,

Please see our response for your review prior to responding.

We have received and reviewed the proposal for installation of speed humps and speed cushion as part of the Neighbourhood Streets Plan in Mimico (map below), with the following comments:

Traffic calming measures will potentially impact response times and transport times to hospital for all residents that reside in the neighbourhood where speed humps and speed cushions are implemented as part of the Neighbourhood Streets Plan in Mimico. Although speed cushions may allow TTC buses to pass unimpacted, ambulances are still impacted with the current dimensions. It is important that the applicant understand that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

Toronto Paramedic Services is supportive of community initiatives that improve the safety of 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.

Attachment 36 - Proposed on-street permit parking area

