

Bathurst Manor Neighbourhood Mobility Plan - Traffic Calming (Speed Humps) Update

Date: March 28, 2024

To: North York Community Council

From: Director, Planning Design and Management, Transportation Services

Wards: Ward 6, York Centre

SUMMARY

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

The Bathurst Manor Neighbourhood Mobility Plan (BMNMP) is a Transportation Services-led study of the traffic behaviours and travel patterns in the Bathurst Manor neighbourhood. The study findings were reported to North York Community Council in November 2023, Item NY9.20. Recommendations were adopted by North York Community Council with amendments. Speed hump recommendations on five roadways in the neighbourhood were referred to staff.

Transportation Services is recommending the installation of speed humps on:

- Maxwell Street between Sheppard Avenue West and Wilmington Avenue,
- Hove Street between Sheppard Avenue West and Maxwell Street,
- Cocksfield Avenue between Wilson Heights Boulevard and Bathurst Street,
- Codsell Avenue between Tillplain Road and Bathurst Street, and
- Purdon Drive between Wilmington Avenue and Evanston Drive.

Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Maxwell Street, Hove Street, Cocksfield Avenue, Codsell Avenue and Purdon Drive.

RECOMMENDATIONS

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

1. North 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:

- i. One speed hump on Maxwell Street, between Sheppard Avenue West and Cocksfield Avenue for traffic calming purposes, generally as shown on Attachment 3, Drawing TC-198;
- ii. One speed hump on Maxwell Street, between Cocksfield Avenue and Codsell Avenue for traffic calming purposes, generally as shown on Attachment 3, Drawing TC-198;
- iii. Two speed humps on Maxwell Street, between Codsell Avenue and Waterloo Avenue for traffic calming purposes, generally as shown on Attachment 3, Drawing TC-198 and Attachment 4, Drawing TC-199;
- iv. One speed hump on Maxwell Street, between Waterloo Avenue and Searle Avenue for traffic calming purposes, generally as shown on Attachment 4, Drawing TC-199;
- v. One speed hump on Maxwell Street, between Searle Avenue and Brighton Avenue for traffic calming purposes, generally as shown on Attachment 4, Drawing TC-199;
- vi. One speed hump on Maxwell Street, between Brighton Avenue and Acton Avenue for traffic calming purposes, generally as shown on Attachment 4, Drawing TC-199;
- vii. One speed hump on Maxwell Street, between Acton Avenue and Combe Avenue for traffic calming purposes, generally as shown on Attachment 5, Drawing TC-200;
- viii. Three speed humps on Maxwell Street, between Combe Avenue and Goldthread Terrace/Delbank Road for traffic calming purposes, generally as shown on Attachment 6, Drawing TC-215;
- ix. One speed hump on Maxwell Street, between Goldthread Terrace/Delbank Road and Panahill Road for traffic calming purposes, generally as shown on Attachment 6, Drawing TC-215;
- x. One speed hump on Maxwell Street, between Panahill Road and Overbrook Place for traffic calming purposes, generally as shown on Attachment 6, Drawing TC-215;
- xi. One speed hump on Maxwell Street, between Overbrook Place and Beaver Valley Road for traffic calming purposes, generally as shown on Attachment 7, Drawing TC-213;
- xii. One speed hump on Maxwell Street, between Blue Forest Drive and Candis Drive for traffic calming purposes, generally as shown on Attachment 8, Drawing TC-214;
- xiii. One speed hump on Maxwell Street, between Candis Drive and Elder Street for traffic calming purposes, generally as shown on Attachment 9, Drawing TC-212;
- xiv. One speed hump on Maxwell Street, between Elder Street and Artreeva Drive for traffic calming purposes, generally as shown on Attachment 10, Drawing TC-211;
- xv. One speed hump on Maxwell Street, between Artreeva Drive and Wilmington Avenue for traffic calming purposes, generally as shown on Attachment 10, Drawing TC-211.
- xvi. One speed hump on Hove Street, between Sheppard Avenue West and Cocksfield Avenue for traffic calming purposes, generally as shown on Attachment 11, Drawing TC-205;
- xvii. Two speed humps on Hove Street, between Cocksfield Avenue and Codsell Avenue for traffic calming purposes, generally as shown on Attachment 11, Drawing TC-205;
- xviii. One speed hump on Hove Street, between Codsell Avenue and Waterloo Avenue for traffic calming purposes, generally as shown on Attachment 12, Drawing TC-206;

- xix. One speed hump on Hove Street, between Waterloo Avenue and Searle Avenue for traffic calming purposes, generally as shown on Attachment 12, Drawing TC-206;
- xx. One speed hump on Hove Street, between Searle Avenue and Brighton Avenue for traffic calming purposes, generally as shown on Attachment 12, Drawing TC-206;
- xxi. Two speed humps on Hove Street, between Hershelen Road and Maxwell Street for traffic calming purposes, generally as shown on Attachment 13, Drawing TC-207.
- xxii. Four speed humps on Cocksfield Avenue, between Wilson Heights Boulevard and Wilmington Avenue for traffic calming purposes, generally as shown on Attachment 14, Drawing TC-193 and Attachment 15, Drawing TC-194;
- xxiii. Four speed humps on Cocksfield Avenue, between Wilmington Avenue and Goddard Street for traffic calming purposes, generally as shown on Attachment 15, Drawing TC-194 and Attachment 16, Drawing TC-195;
- xxiv. Two speed humps on Cocksfield Avenue, between Goddard Street and Maxwell Street for traffic calming purposes, generally as shown on Attachment 16, Drawing TC-195;
- xxv. Two speed humps on Cocksfield Avenue, between Maxwell Street and Bryant Street for traffic calming purposes, generally as shown on Attachment 16, Drawing TC-195 and Attachment 17, Drawing TC-196;
- xxvi. Two speed humps on Cocksfield Avenue, between Bryant Street and Hove Street for traffic calming purposes, generally as shown on Attachment 17, Drawing TC-196;
- xxvii. Two speed humps on Cocksfield Avenue, between Hove Street and Bathurst Street for traffic calming purposes, generally as shown on Attachment 18, Drawing TC-197.
- xxviii. One speed hump on Codsell Avenue, between Tillplain Road and Wilson Heights Boulevard for traffic calming purposes, generally as shown on Attachment 19, Drawing TC-201;
- xxix. Two speed humps on Codsell Avenue, between Honiton Street and Shaftesbury Street for traffic calming purposes, generally as shown on Attachment 20, Drawing TC-202;
- xxx. Two speed humps on Codsell Avenue, between Shaftesbury Street and Wilmington Avenue for traffic calming purposes, generally as shown on Attachment 20, Drawing TC-202;
- xxxi. Two speed humps on Codsell Avenue, between Wilmington Avenue and Elder Street for traffic calming purposes, generally as shown on Attachment 21, Drawing TC-203;
- xxxii. One speed hump on Codsell Avenue, between Elder Street and Goddard Street for traffic calming purposes, generally as shown on Attachment 21, Drawing TC-203;
- xxxiii. One speed hump on Codsell Avenue, between Goddard Street and Maxwell Street for traffic calming purposes, generally as shown on Attachment 22, Drawing TC-204;
- xxxiv. One speed hump on Codsell Avenue, between Maxwell Street and Bryant Street for traffic calming purposes, generally as shown on Attachment 22, Drawing TC-204;
- xxxv. One speed hump on Codsell Avenue, between Bryant Street and Hove Street for traffic calming purposes, generally as shown on Attachment 23, Drawing TC-222;
- xxxvi. Two speed humps on Codsell Avenue, between Hove Street and Bathurst Street for traffic calming purposes, generally as shown on Attachment 23, Drawing TC-222.
- xxxvii. One speed hump on Purdon Drive, between Evanston Drive and Garthdale Court for traffic calming purposes, generally as shown on Attachment 24, Drawing TC-221;

xxxviii. Four speed humps on Purdon Drive, between Garthdale Court and Terrydale Drive for traffic calming purposes, generally as shown on Attachment 25, Drawing TC-220, Attachment 26, Drawing TC-219 and Attachment 27, Drawing TC-218;
xxxix. One speed hump on Purdon Drive, between Terrydale Drive and Wilmington Avenue for traffic calming purposes, generally as shown on Attachment 27, Drawing TC-218.

2. North York Community Council reduce the speed limit from 40 km/h to 30 km/h on Overbrook Place, between Wilmington Avenue and Maxwell Street, in conjunction with the installation of speed humps.

FINANCIAL IMPACT

The estimated cost for the installation of one speed hump is \$4,000; up to 61 speed humps are recommended for Maxwell Street, Hove Street, Cocksfield Avenue, Codsell Avenue and Purdon Drive, a total cost of \$244,000. Funding is subject to availability and competing priorities within the 2024 Transportation Services Capital Budget.

DECISION HISTORY

In November 2023, North York Community Council adopted Item 2023.NY9.20 (Bathurst Manor Neighbourhood Mobility Plan) with amendments. The study encompassed an assessment of existing conditions in Bathurst Manor, analyses to determine appropriate changes to the streets, and a multi-staged engagement process with area residents and community groups.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.NY9.20>

In November 2023, City Council adopted Item 2023.IE7.20 (Updates on Vision Zero Road Safety Initiatives). Included in these initiatives was the updated 2023 Traffic Calming Policy as detailed in Attachment 2 of Item 2023.IE7.4. Council requested staff to review the existing 2002 Traffic Calming Policy which provided an opportunity to propose updates to the policy in alignment with the Vision Zero Road Safety Plan with the objective of delivering more traffic calming measures to improve safety of neighbourhood streets.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE7.4>

In February 2019, North York Community Council adopted item 2019.NY3.19 (Bathurst Manor Traffic Management Plan) directing Transportation Services to work with the community and evaluate their traffic concerns and develop a Traffic Management Plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.NY3.19>

COMMENTS

The [Bathurst Manor Neighbourhood Mobility Plan](#) (BMNMP) study area is bounded by Sheppard Avenue West on the south, Dufferin Street on the west, Finch Avenue West

(to the West Don River) on the north, and Bathurst Street (to the West Don River) on the east. Refer to Attachment 1 for a map of the study area. 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 area residents and community interest groups. The BMNMP was presented to North York Community Council in November 2023, (see Item [2023.NY9.20](#)). It was adopted with amendments.

The BMNMP identified seven roadways in the neighbourhood where speed humps were recommended:

- Cedar Springs Grove
- Overbrook Place
- Maxwell Street
- Hove Street
- Cocksfield Avenue
- Codsell Avenue
- Purdon Drive

The eligibility and warrant criteria as outlined in the updated Traffic Calming Policy were satisfied on all seven roads. NYCC approved the installation of speed humps on two of the seven roads: Cedar Springs Grove and Overbrook Place. North York Community Council referred the remaining five roads back to staff and requested they be resubmitted to a future meeting.

Existing Conditions

Maxwell Street, Hove Street, Cocksfield Avenue, Codsell Avenue and Purdon Drive are characterized as follows:

- They are two-lane local roadways
- They operate two-way traffic on pavement widths of approximately 8.5 metres
- There are sidewalks located on at least one side of approximately half of the road segments
- The daily two-way segment traffic volume ranges from 398 to 2684 vehicles
- The speed limit is 30 km/h
- Daytime parking is permitted on one or both sides
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- Land use is designated for residential use and consists of single-family residential dwellings
- Three speed humps are currently installed on Maxwell Street, between Overbrook Place and Elder Street
- Cocksfield Avenue and Codsell Avenue are within proximity to a School Safety Zone near Tillplain Road and a Seniors Safety Zone near Bathurst Street
- Purdon Drive is within proximity to two School Safety Zones and a Seniors Safety Zone on Wilmington Ave

Maps of the proposed locations of the speed humps are shown in Attachments 3-27.

Traffic Calming

Traffic Calming is intended to slow motor vehicles to appropriate speeds, increase safety for vulnerable road users and improve the quality of life for residents on neighbourhood streets. The City's Traffic Calming Policy enables the installation of Traffic Calming measures on local and collector roadways.

Speed humps are raised sections of the roadway that encourage compliance with the regulatory speed limit. They are installed at mid-block locations and used on local and collector roads only. Speed humps are the City's most common traffic calming measure. They are relatively inexpensive, quick to install and effectively reduce motor vehicle speed to improve safety for all road users. Speed humps actively self-enforce the 30 km/h local road speed limit and ensure a consistent 30 km/h travel speed.

Placement of speed humps are unique to each specific location and subject to field conditions. Placement plans take into account existing features such as driveways, catch basins, and intersections. Speed hump advisory signage is installed on one or both sides of the road and is dependant on the road's width and directional operation. Typically, signage is installed on one side of the roadway; facing the direction of travel for one-way operation and back-to-back facing both directions of travel for two-way operation.

Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted in Bathurst Manor on Maxwell Street, Hove Street, Cocksfield Avenue, Codsell Avenue and Purdon Drive between January 2017 and February 2020, and between October 2021 and September 2023. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by City Council. The results of the studies in Bathurst Manor are summarized in Table 1.

Table 1: Bathurst Manor Speed and Volume Studies Results

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Requirement	Results	Warrant Requirement
Maxwell Street	Sheppa-rd Avenue West	Wilming-ton Avenue	604-1490	43-50 km/h	38 km/h	47-56 km/h	45 km/h
Hove Street	Sheppa-rd Avenue West	Maxwell Street	1314-2389	43-48 km/h	38 km/h	49-53 km/h	45 km/h

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Requirement	Results	Warrant Requirement
Cocksfield Avenue	Wilson Heights Boulevard	Bathurst Street	425-524	43-53 km/h	38 km/h	47-58 km/h	45 km/h
Codsell Avenue	Tillplain Road	Bathurst Street	974-2043	41-50 km/h	38 km/h	44-55 km/h	45 km/h
Purdon Drive	Wilming-ton Avenue	Evansto-n Drive	398-413	43-44 km/h	38 km/h	49-51 km/h	45 km/h

Based on the results of the studies, Maxwell Street, Hove Street, Cocksfield Avenue, Codsell Avenue and Purdon Drive satisfy the warrant criteria for the 85th and 95th percentile speeds. Additionally, all blocks where speed humps are recommended are over the minimum 120 metre length requirement.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated [Traffic Calming Policy](#) has been satisfied. Therefore, staff recommend the installation of speed humps on Maxwell Street, Hove Street, Cocksfield Avenue, Codsell Avenue and Purdon Drive.

Staff proposed updates to the Traffic Calming Policy to account for the city-wide speed limit reduction from 40km/hr to 30km/hr on local roads since the last policy update in 2002. In November 2023, City Council adopted the new Traffic Calming Policy; more information can be found here: [item 2023.IE7.4 Updates on Vision Zero Road Safety Initiatives](#). The updated Traffic Calming Policy is consistent with the speed thresholds applied in the BMNMP.

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 Maxwell Street, Hove Street, Cocksfield Avenue, Codsell Avenue and Purdon Drive range between 32 and 58, out of a possible 100. Full prioritization scores for all analysis segments can be found in Attachment 2.

No alterations to parking regulations will be required, nor will the number of 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 28.

Toronto Paramedic Services responded and advised that all proposed roadways appear to be feeder streets providing access to several other residential roadways. Traffic calming measures will potentially impact response times for residents that reside on the proposed roadways in addition to other community members to which the roadways serve access to. They noted 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.

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

Public Consultation

There is a history of community-led advocacy to improve safety and mobility conditions in the area. Over the years, members of the Bathurst Manor community have expressed concerns with transportation conditions and road user behaviour to their local Councillor and City staff. Amongst these, excessive speeding by motor vehicles and road user safety, is a frequently cited concern. Residents have submitted a series of petitions related to speed management and requests for traffic calming.

Public consultation was a key element of the BMNMP project approach and engagement with area residents and community interest groups was facilitated through a two-phased consultation process. In the first phase of consultation, area residents and community interest groups shared their concerns about speeding in the neighbourhood, and identified specific areas where speeding was observed. In the second phase, staff shared traffic studies, traffic calming analyses and recommendations for traffic calming measures. In this phase of engagement, area residents and community interest groups were asked to provide feedback on the extent to which speed hump recommendations were supported.

Feedback collected through in-person drop-in event, online survey, emails and phone calls to the project team indicated mixed feedback about speed humps. Participants who supported the installation of speed humps felt that they would effectively address issues of speeding and improve neighbourhood safety. Participants who did not support the installation of speed humps were concerned that they could cause damage to vehicles, increase emergency services response times, inconvenience residents, and increase congestion on other streets. Survey results were consistent with feedback received at the drop-in meeting and over email. Of the 357 respondents:

- 52 percent supported or felt neutral about speed humps
- 42 percent did not support speed humps
- 6 percent were unsure

The full public consultation report is available on the BMNMP [project website](#).

Conclusion

The development of the BMNMP, including the speed hump recommendations, was informed by traffic studies, technical analyses, and community feedback. Residents and community interest groups are concerned that motorists travel at a high rate of speed on neighbourhood roads in Bathurst Manor. Traffic studies indicate that motor vehicle operating speeds on Maxwell Street, Hove Street, Cocksfield Avenue, Codsell Avenue and Purdon Drive are above 38km/hr, the minimum threshold for traffic calming installation. Transportation Services recommends the installation of speed humps to encourage compliance with the 30km/hr regulatory speed limit.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1 - Study Area Map
Attachment 2: Traffic Calming Prioritization Scores
Attachment 3 - TC 198 - Speed Hump Location Plan
Attachment 4 - TC 199 - Speed Hump Location Plan
Attachment 5 - TC 200 - Speed Hump Location Plan
Attachment 6 - TC 215 - Speed Hump Location Plan
Attachment 7 - TC 213 - Speed Hump Location Plan
Attachment 8 - TC 214 - Speed Hump Location Plan
Attachment 9 - TC 212 - Speed Hump Location Plan
Attachment 10 - TC 211 - Speed Hump Location Plan
Attachment 11 - TC 205 - Speed Hump Location Plan
Attachment 12 - TC 206 - Speed Hump Location Plan
Attachment 13 - TC 207- Speed Hump Location Plan
Attachment 14 - TC 193 - Speed Hump Location Plan
Attachment 15 - TC 194 - Speed Hump Location Plan
Attachment 16 - TC 195 - Speed Hump Location Plan
Attachment 17 - TC 196 - Speed Hump Location Plan
Attachment 18 - TC 197 - Speed Hump Location Plan
Attachment 19 - TC 201 - Speed Hump Location Plan
Attachment 20 - TC 202 - Speed Hump Location Plan
Attachment 21 - TC 203 - Speed Hump Location Plan
Attachment 22 - TC 204 - Speed Hump Location Plan
Attachment 23 - TC 222 - Speed Hump Location Plan
Attachment 24 - TC 221 - Speed Hump Location Plan
Attachment 25 - TC 220 - Speed Hump Location Plan
Attachment 26 - TC 219 - Speed Hump Location Plan
Attachment 27 - TC 218 - Speed Hump Location Plan
Attachment 28 - Letter from Toronto Fire Services, dated March 2024

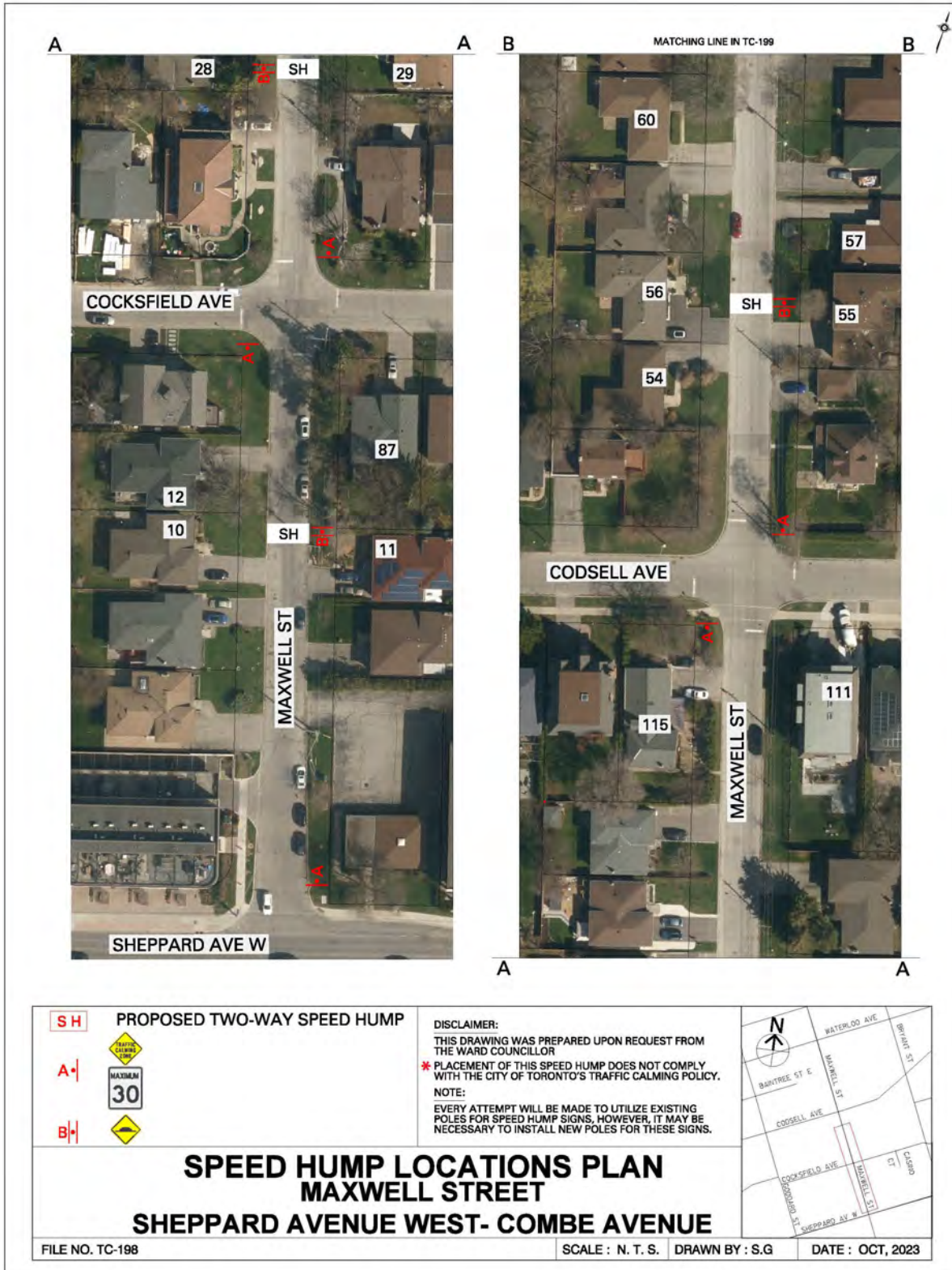
Attachment 1: Study Area Map



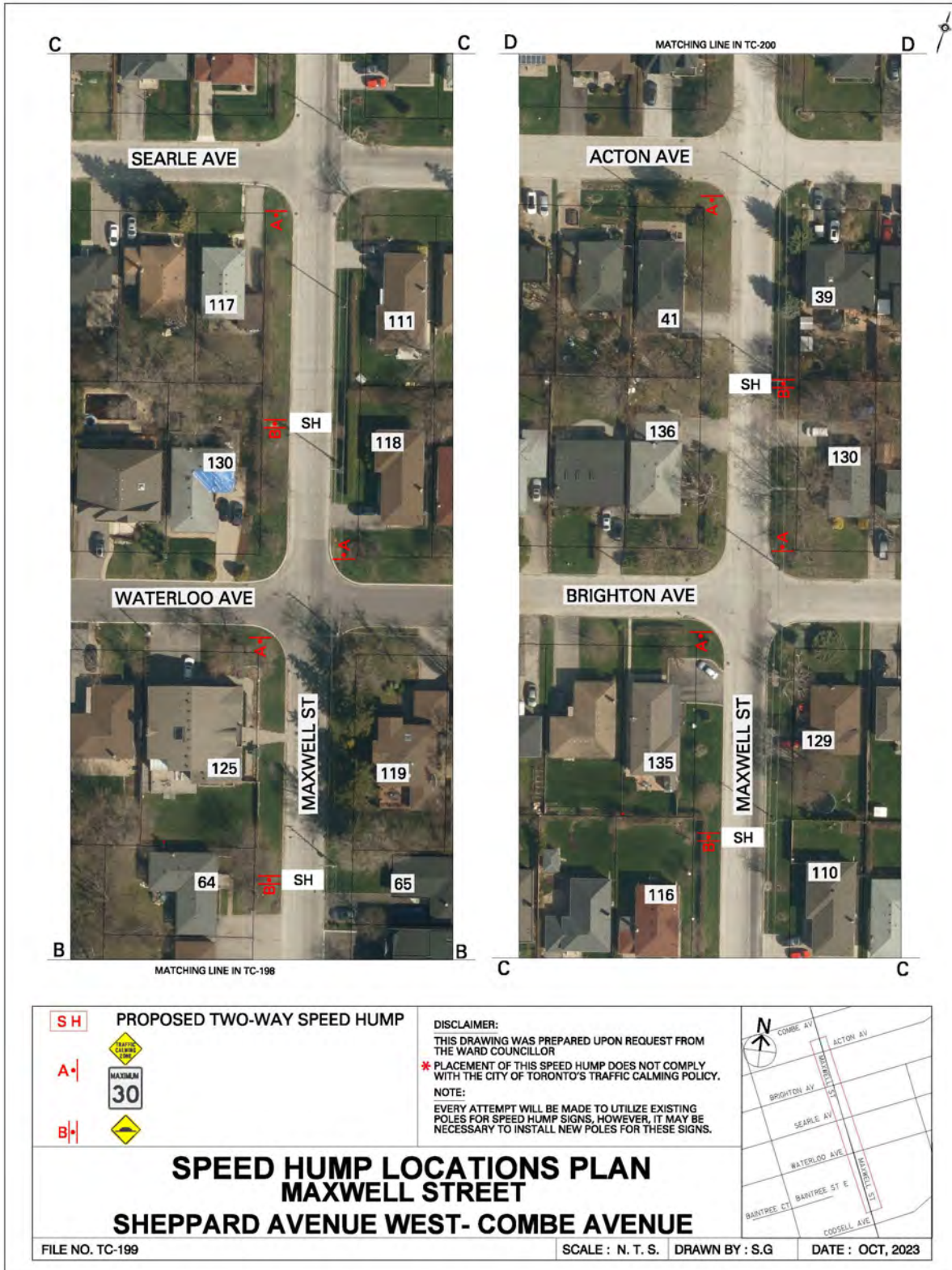
Attachment 2: Traffic Calming Prioritization Scores

Roadway	From	To	Prioritization Score
Maxwell Street	Sheppard Avenue West	Wilmington Avenue	32-41
Hove Street	Sheppard Avenue West	Maxwell Street	50
Cocksfield Avenue	Wilson Heights Boulevard	Bathurst Street	38-63
Codsell Avenue	Tillplain Road	Bathurst Street	34-58
Purdon Drive	Evanston Drive	Wilmington Avenue	35-38

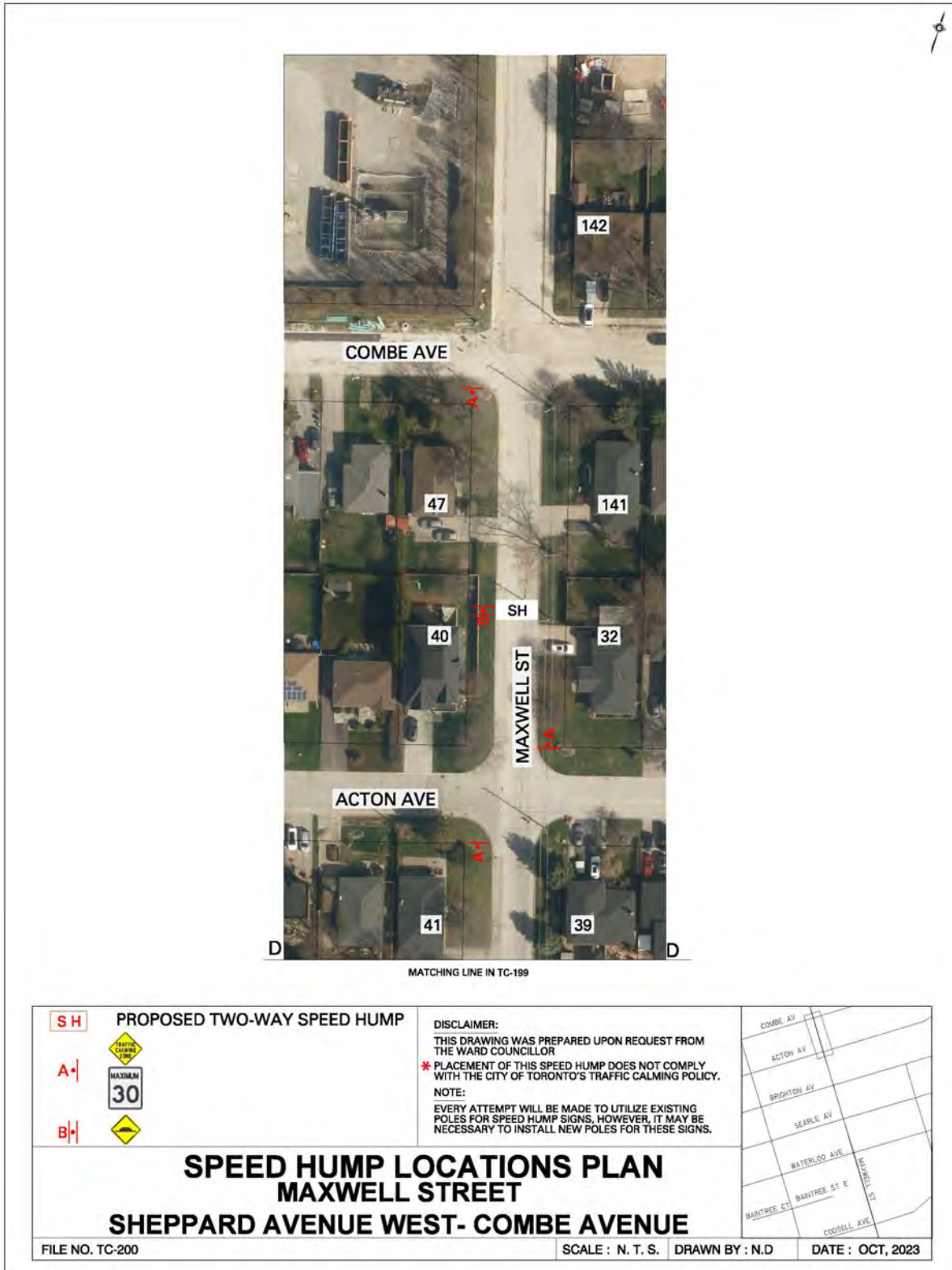
Attachment 3 - TC 198 - Speed Hump Location Plan






Attachment 4 - TC 199 - Speed Hump Location Plan

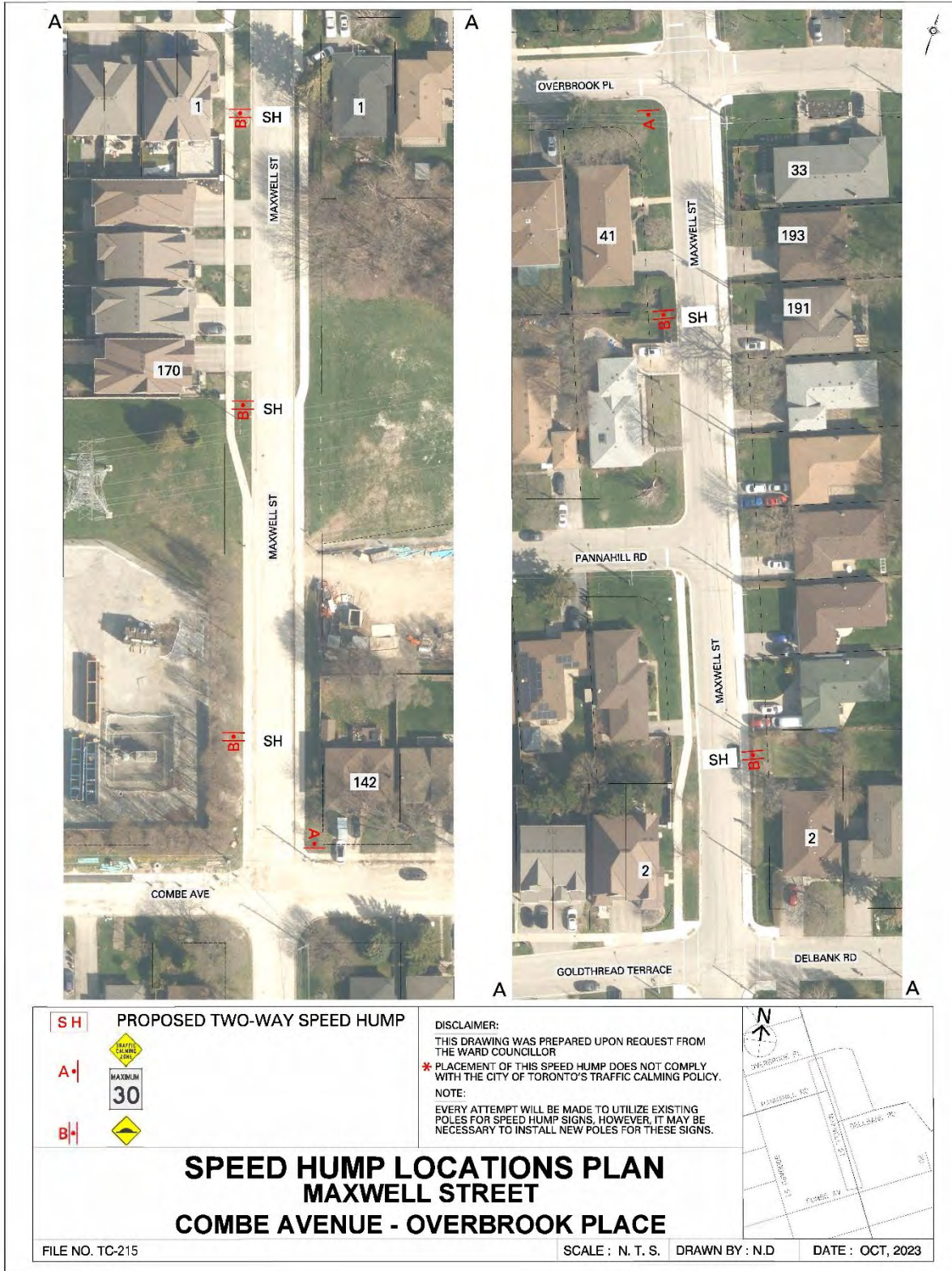


Attachment 5 - TC 200 - Speed Hump Location Plan

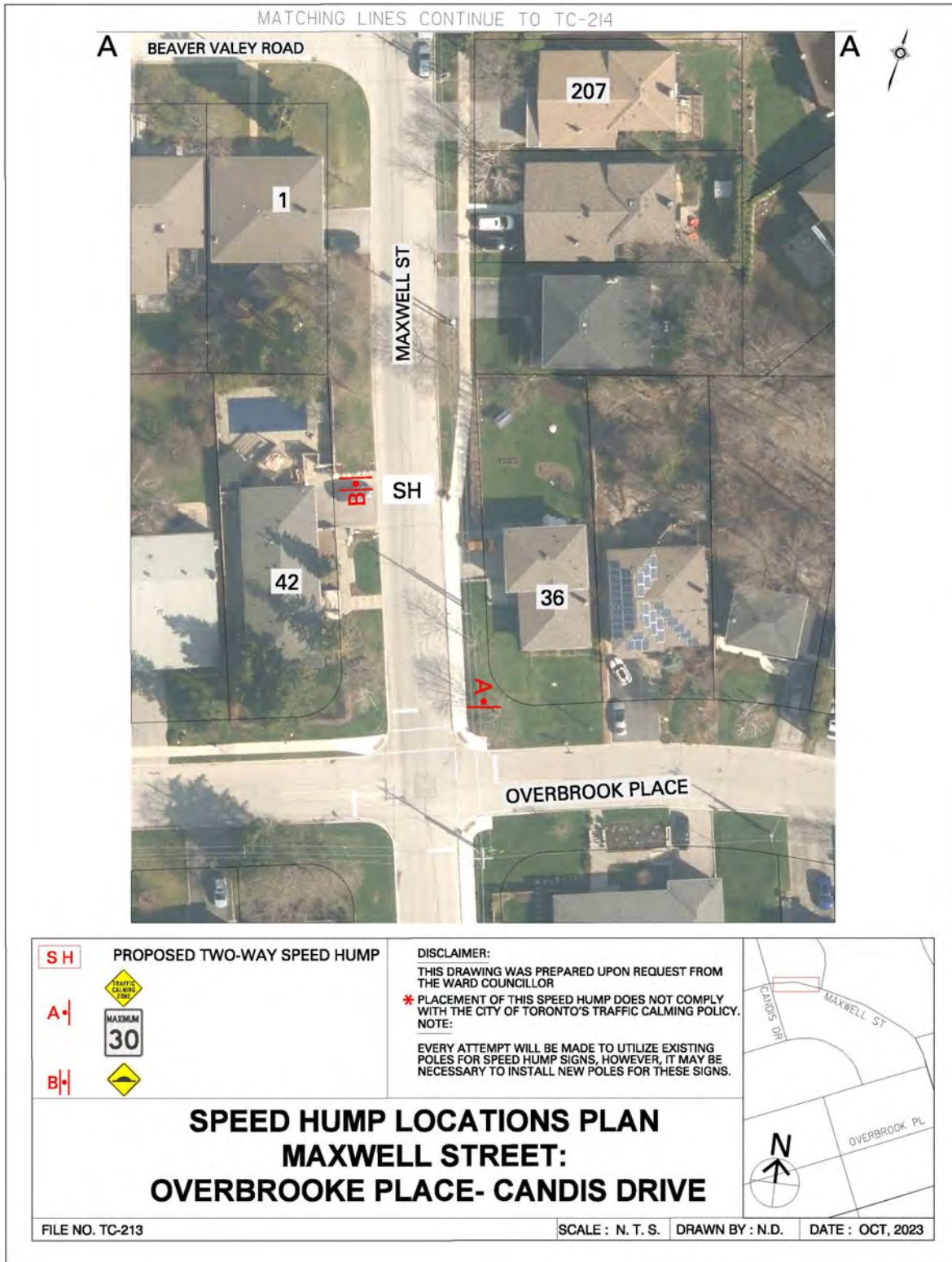


<p>SH</p> <p>A</p> <p>B</p>	<p>PROPOSED TWO-WAY SPEED HUMP</p>   	<p>DISCLAIMER: THIS DRAWING WAS PREPARED UPON REQUEST FROM THE WARD COUNCILLOR</p> <p>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY.</p> <p>NOTE: EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>	
<p>SPEED HUMP LOCATIONS PLAN MAXWELL STREET SHEPPARD AVENUE WEST- COMBE AVENUE</p>			
<p>FILE NO. TC-200</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : N.D</p>	<p>DATE : OCT, 2023</p>

Attachment 6 - TC 215 - Speed Hump Location Plan



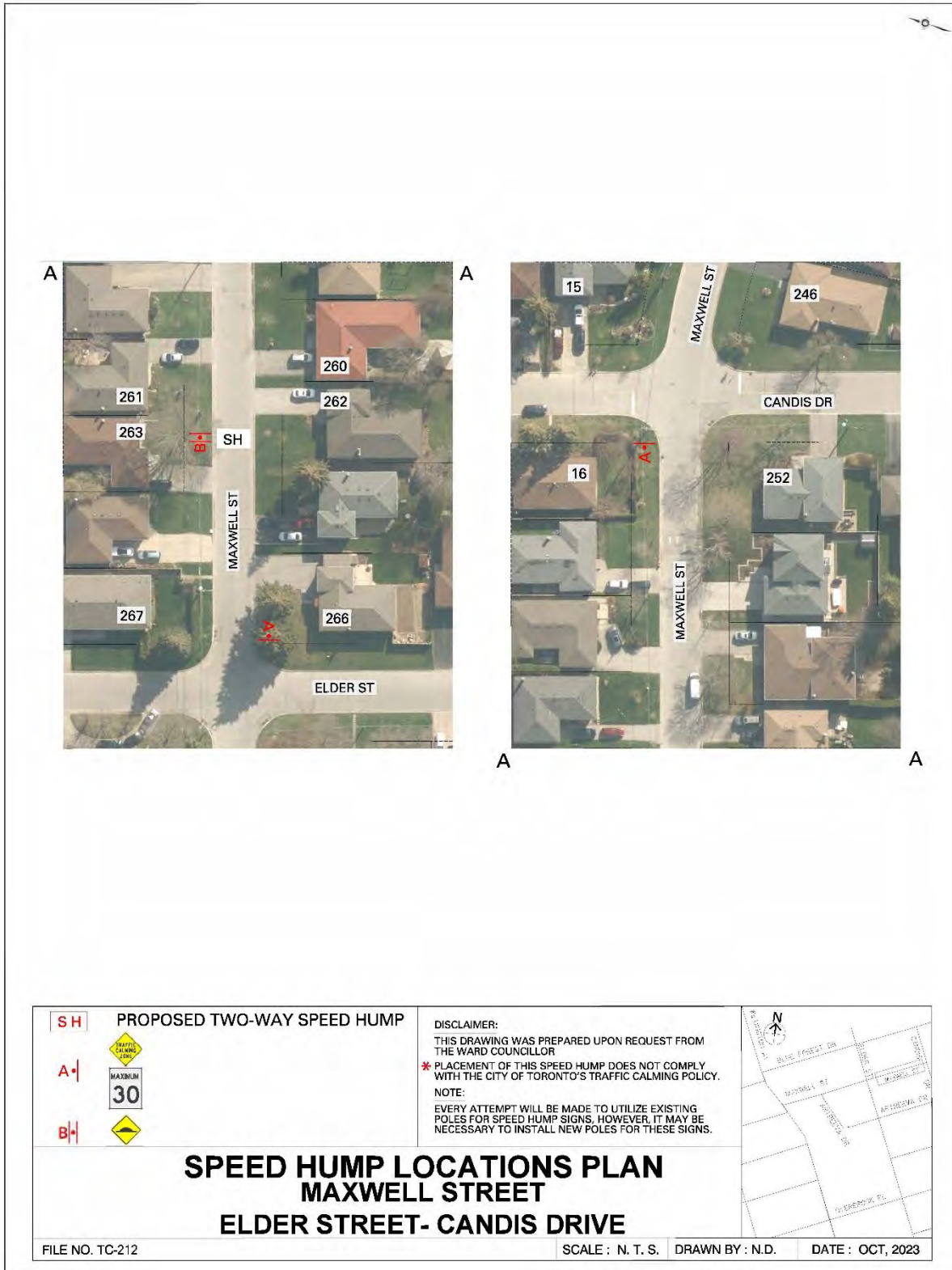
Attachment 7 - TC 213 - Speed Hump Location Plan



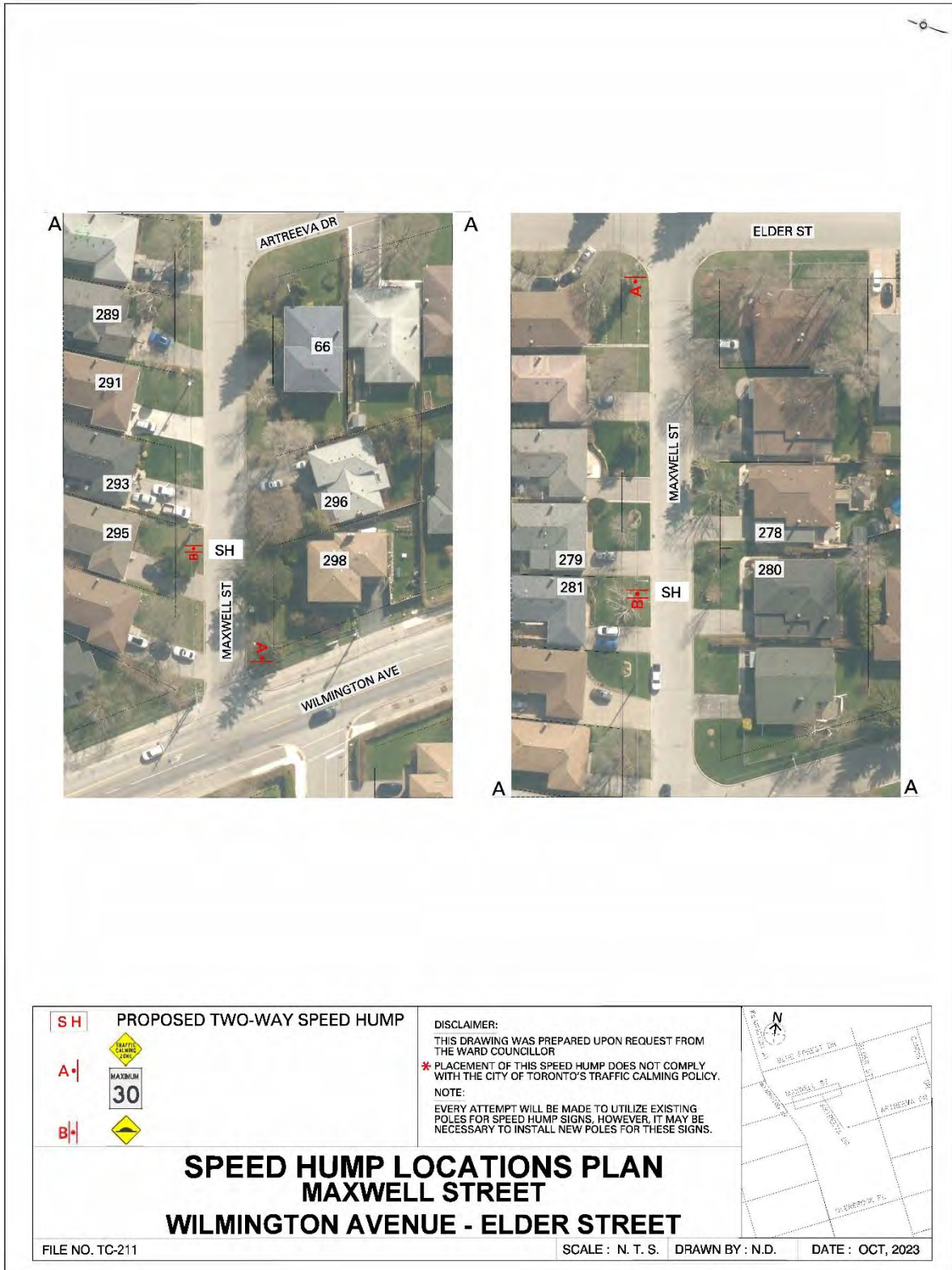
Attachment 8 - TC 214 - Speed Hump Location Plan



Attachment 9 - TC 212 - Speed Hump Location Plan



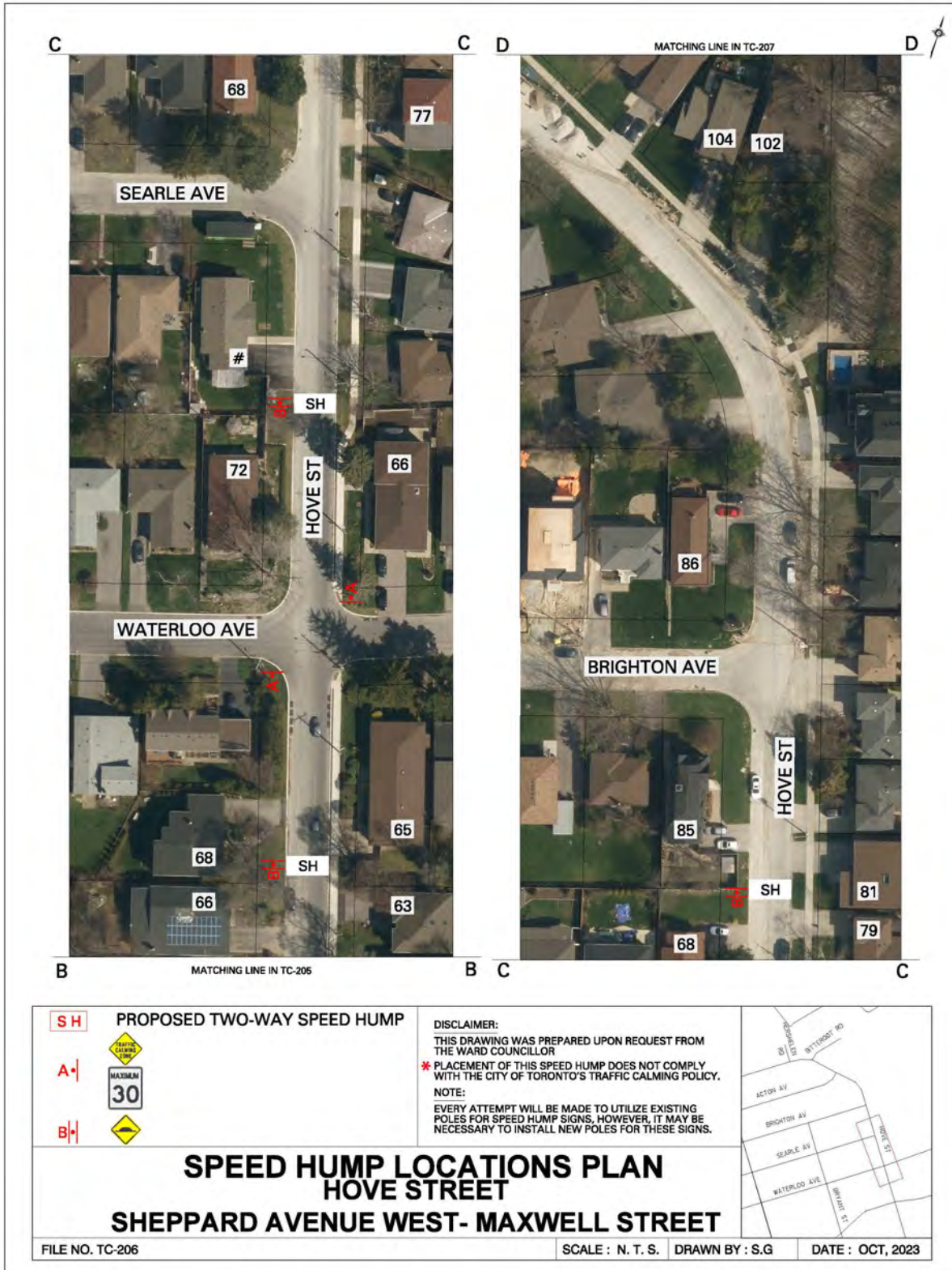
Attachment 10 - TC 211 - Speed Hump Location Plan



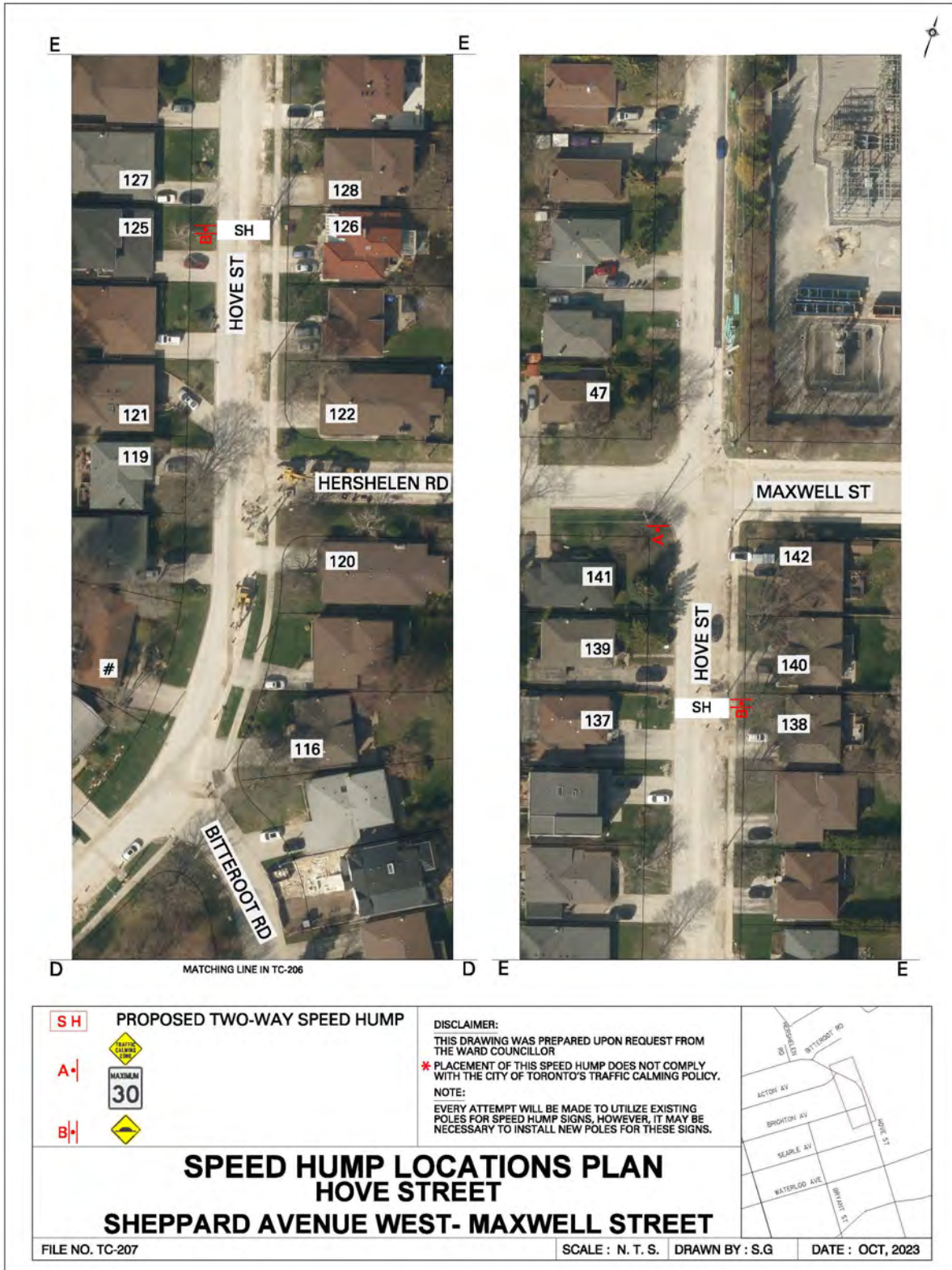
Attachment 11 - TC 205 - Speed Hump Location Plan



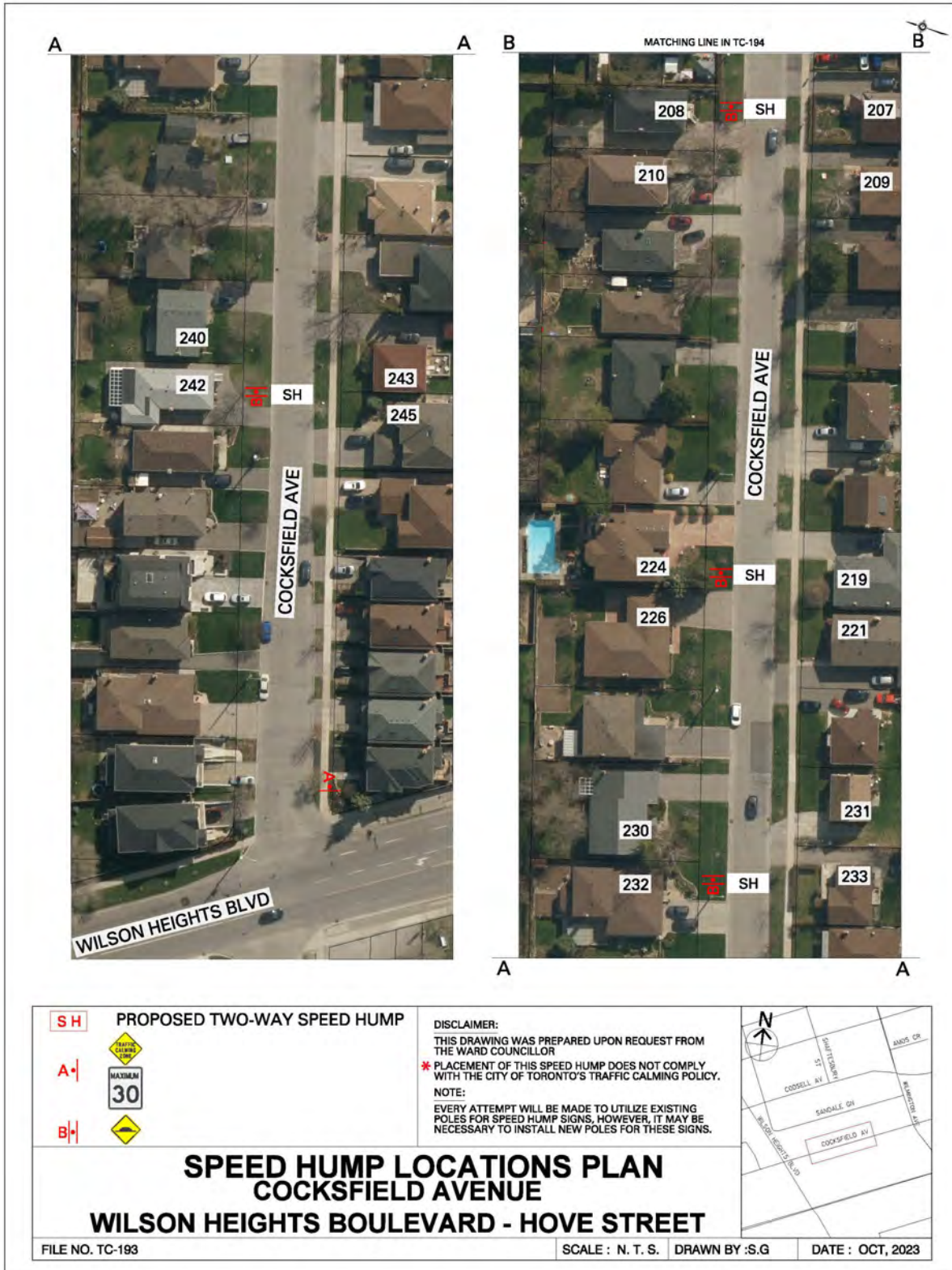
Attachment 12 - TC 206 - Speed Hump Location Plan



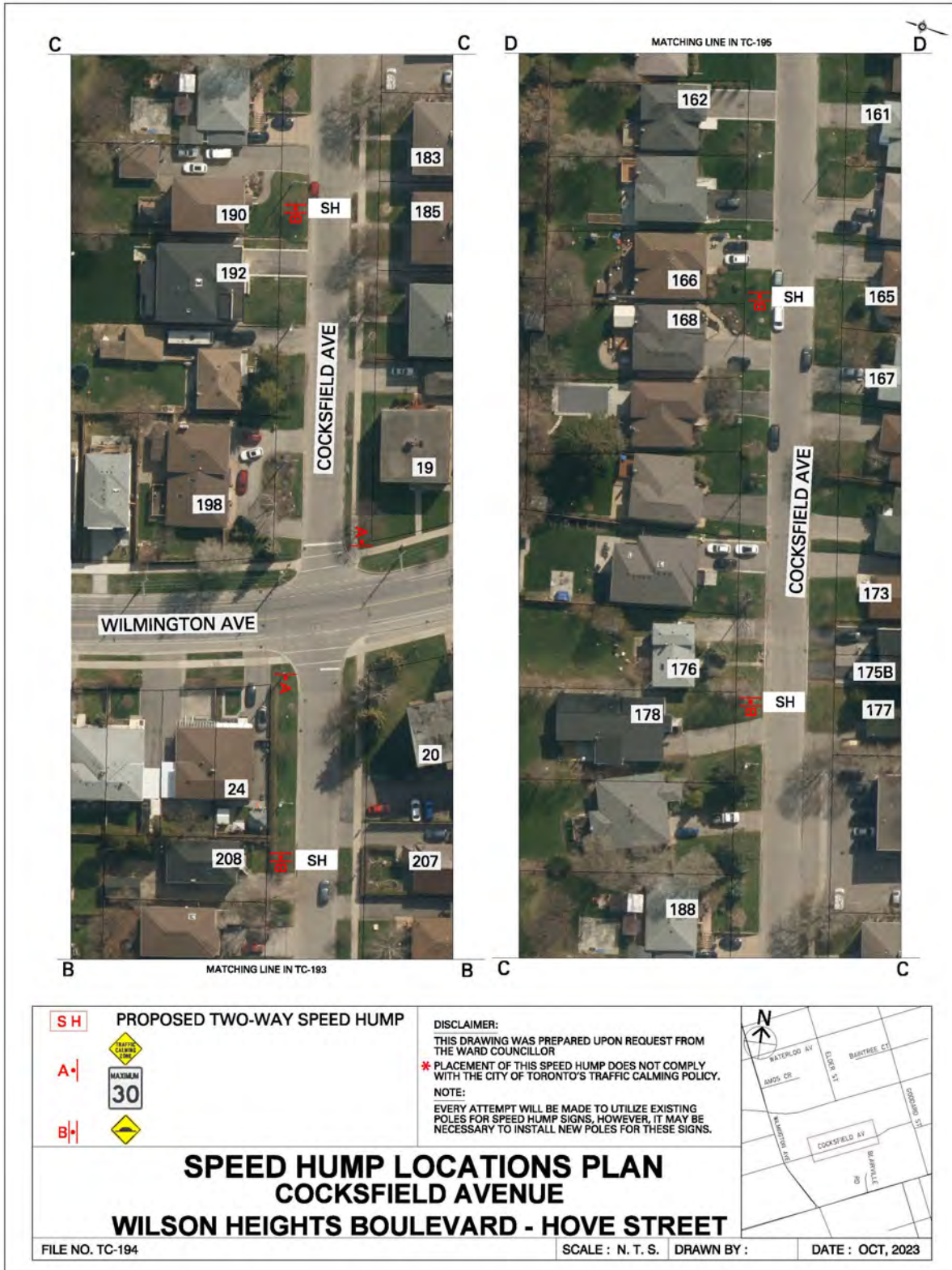
Attachment 13 - TC 207 - Speed Hump Location Plan



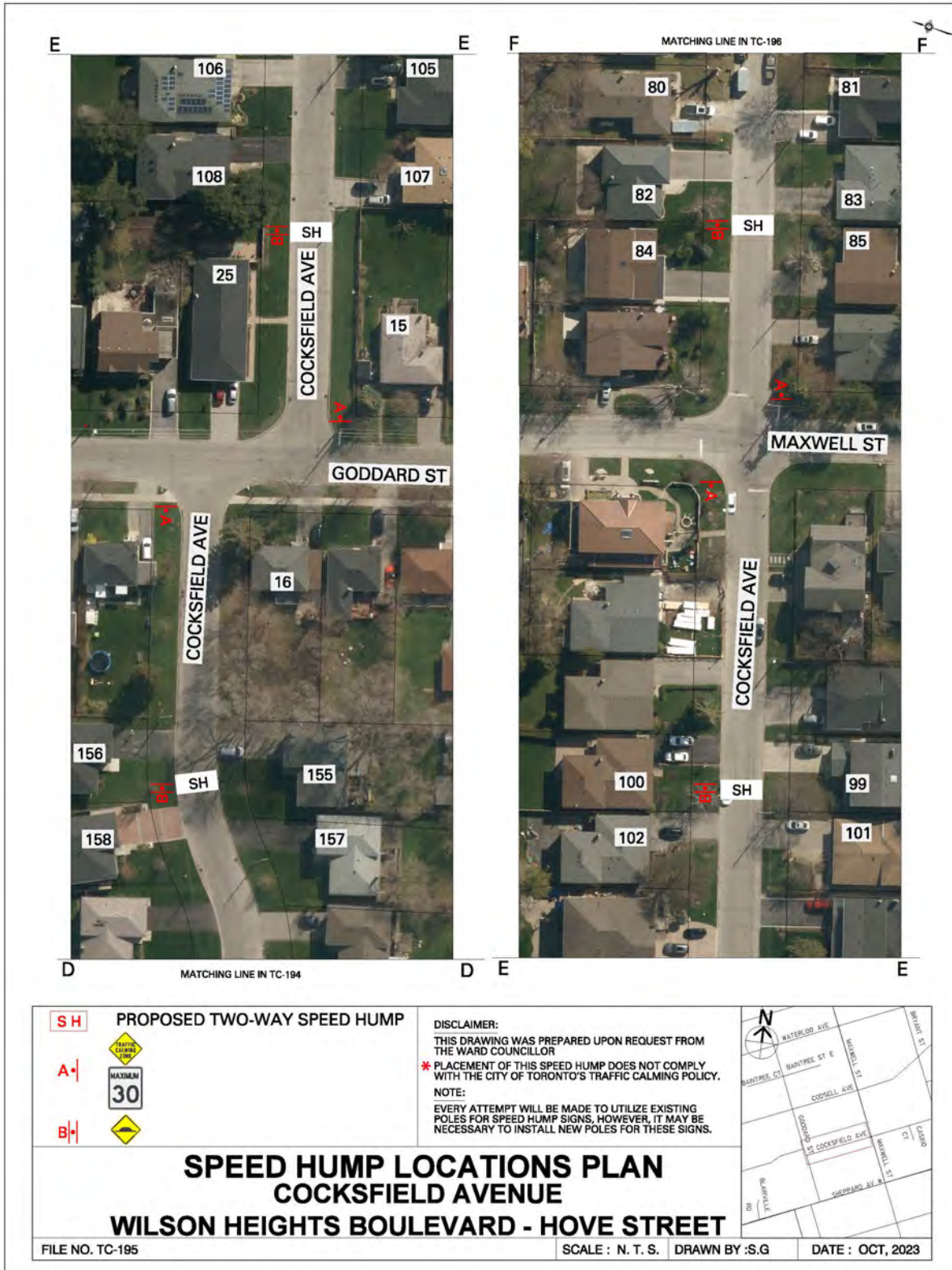
Attachment 14 - TC 193 - Speed Hump Location



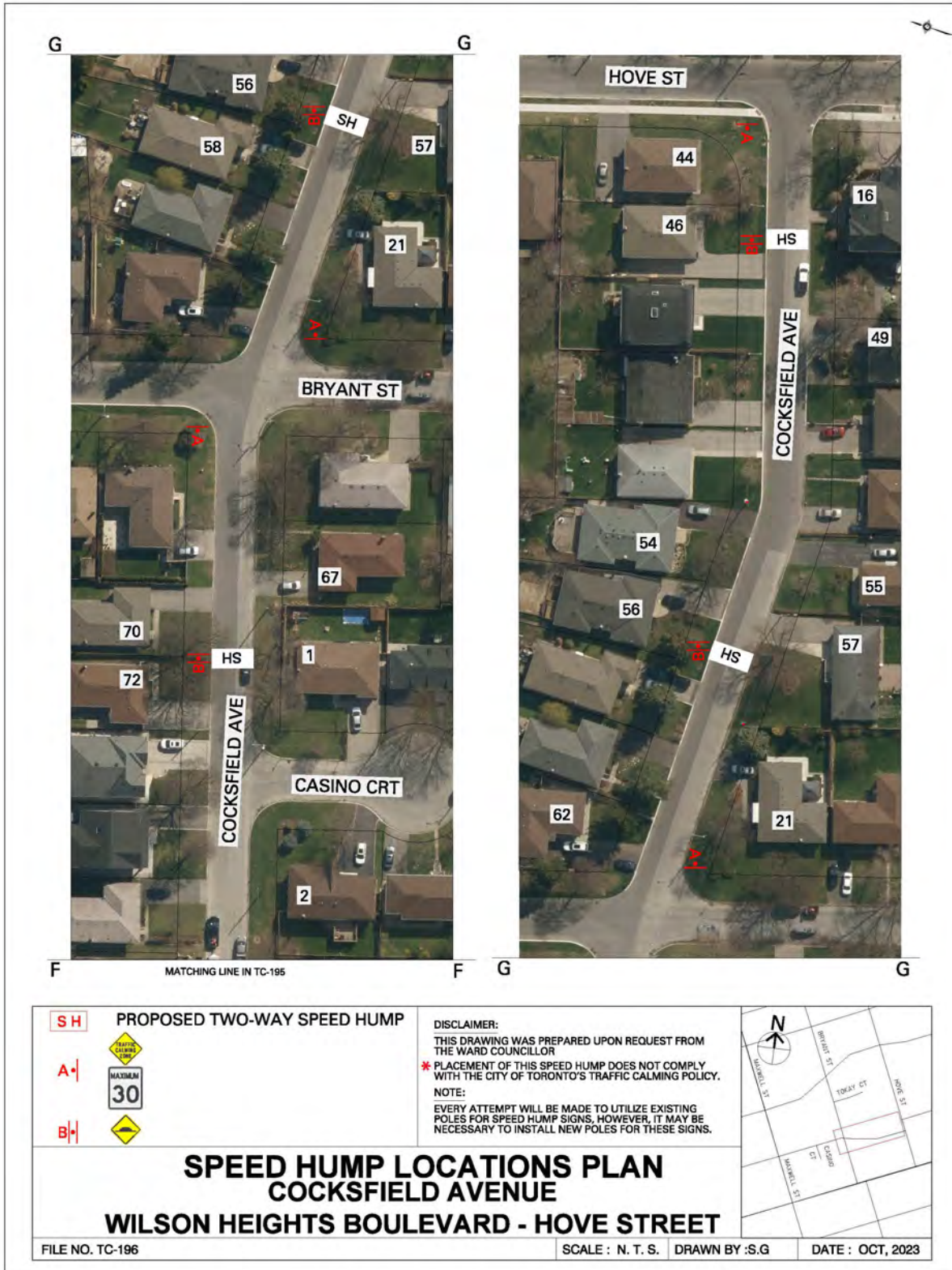
Attachment 15 - TC 194 - Speed Hump Location Plan



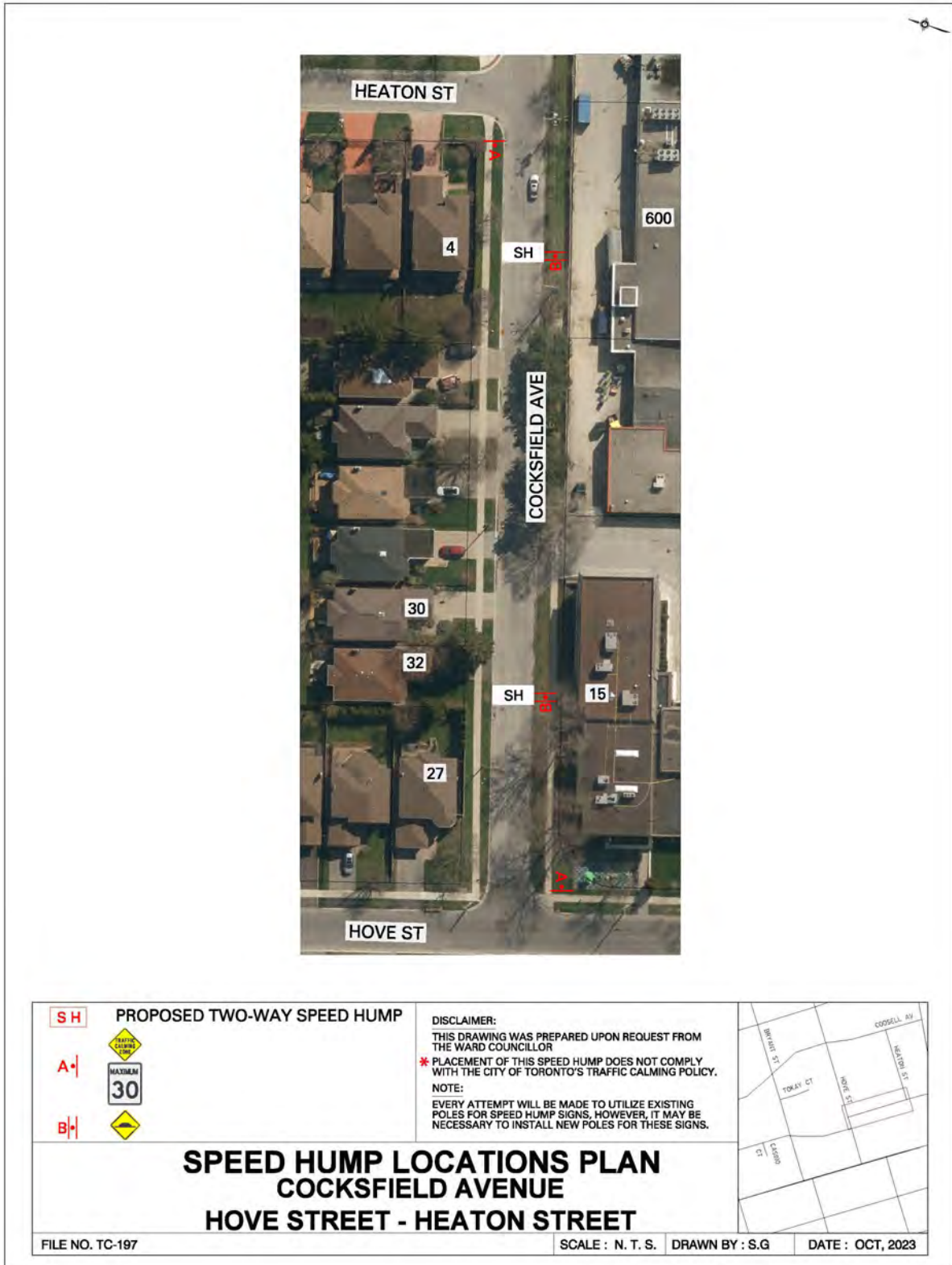
Attachment 16 - TC 195 - Speed Hump Location Plan



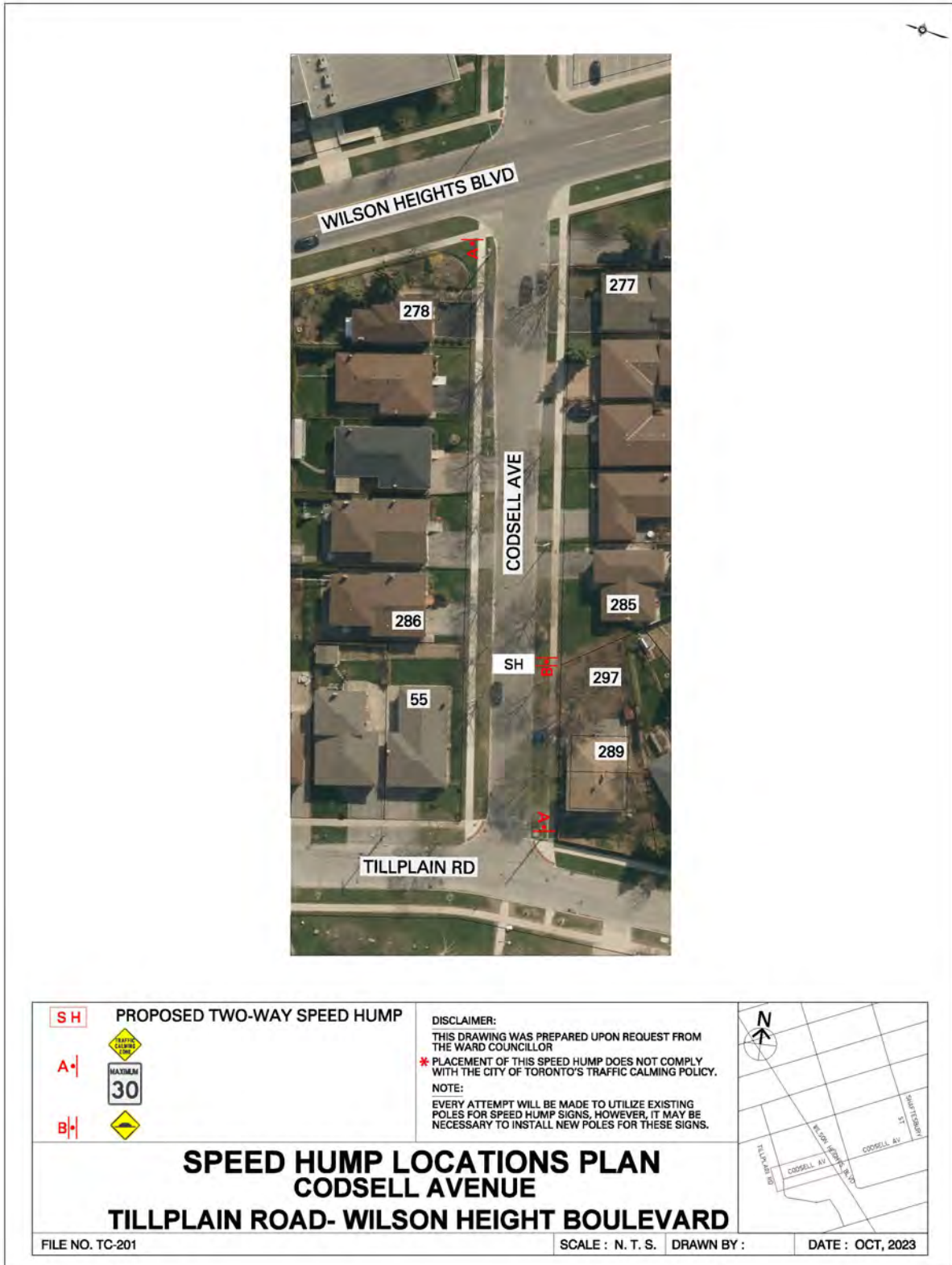
Attachment 17 - TC 196 - Speed Hump Location Plan



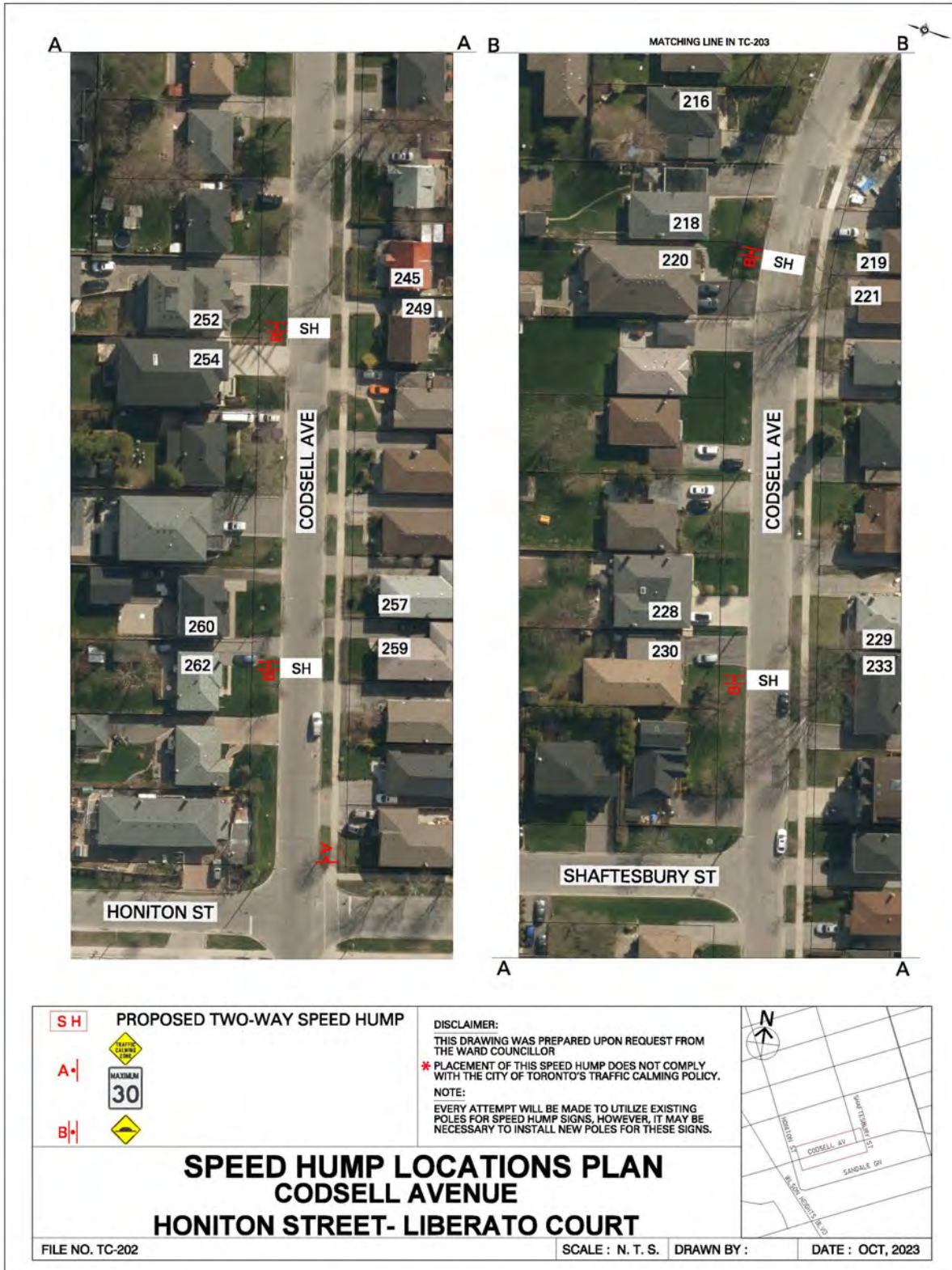
Attachment 18 - TC 197 - Speed Hump Location Plan



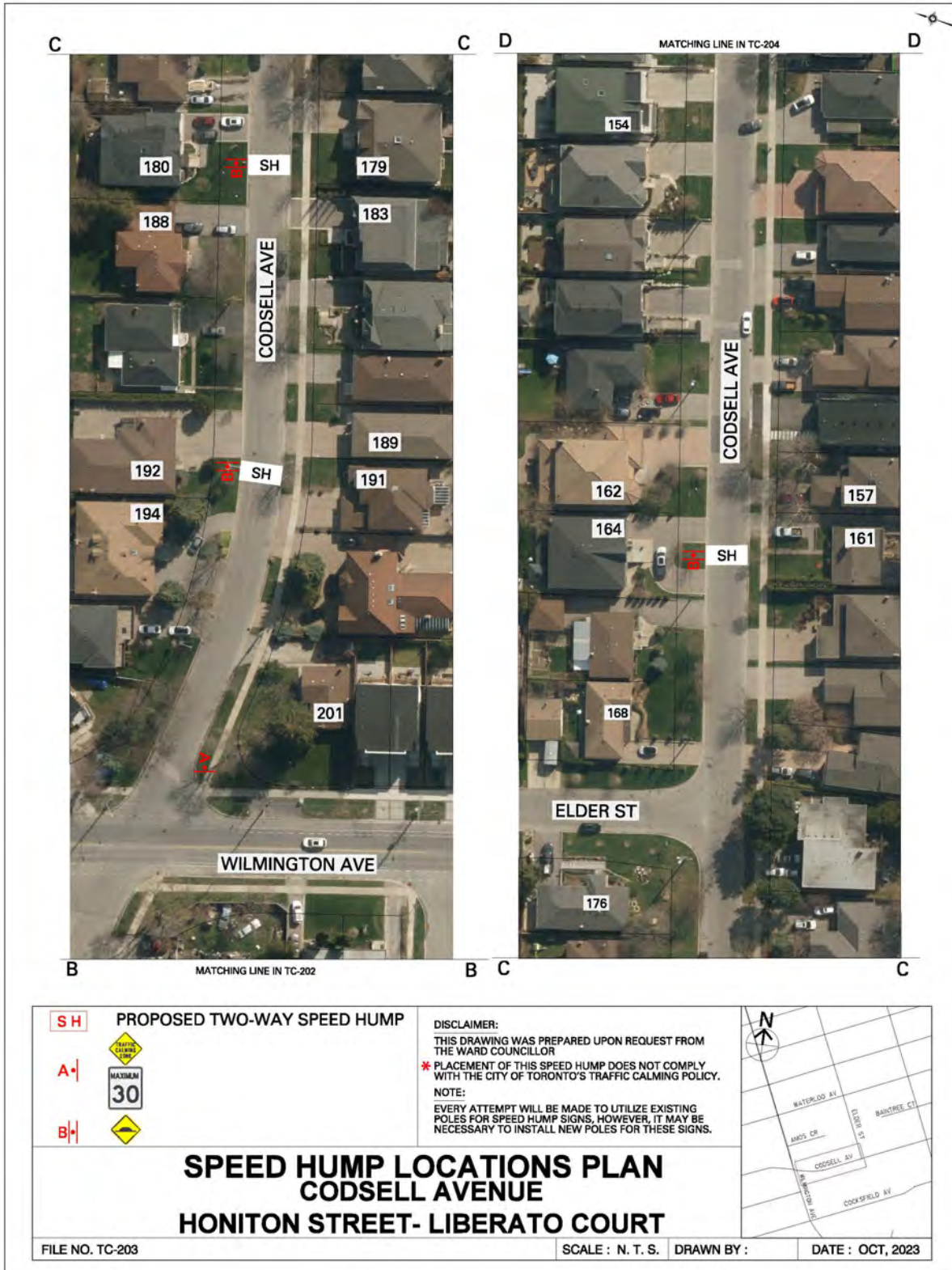
Attachment 19 - TC 201 - Speed Hump Location Plan



Attachment 20 - TC 202 - Speed Hump Location Plan



Attachment 21 - TC 203 - Speed Hump Location Plan



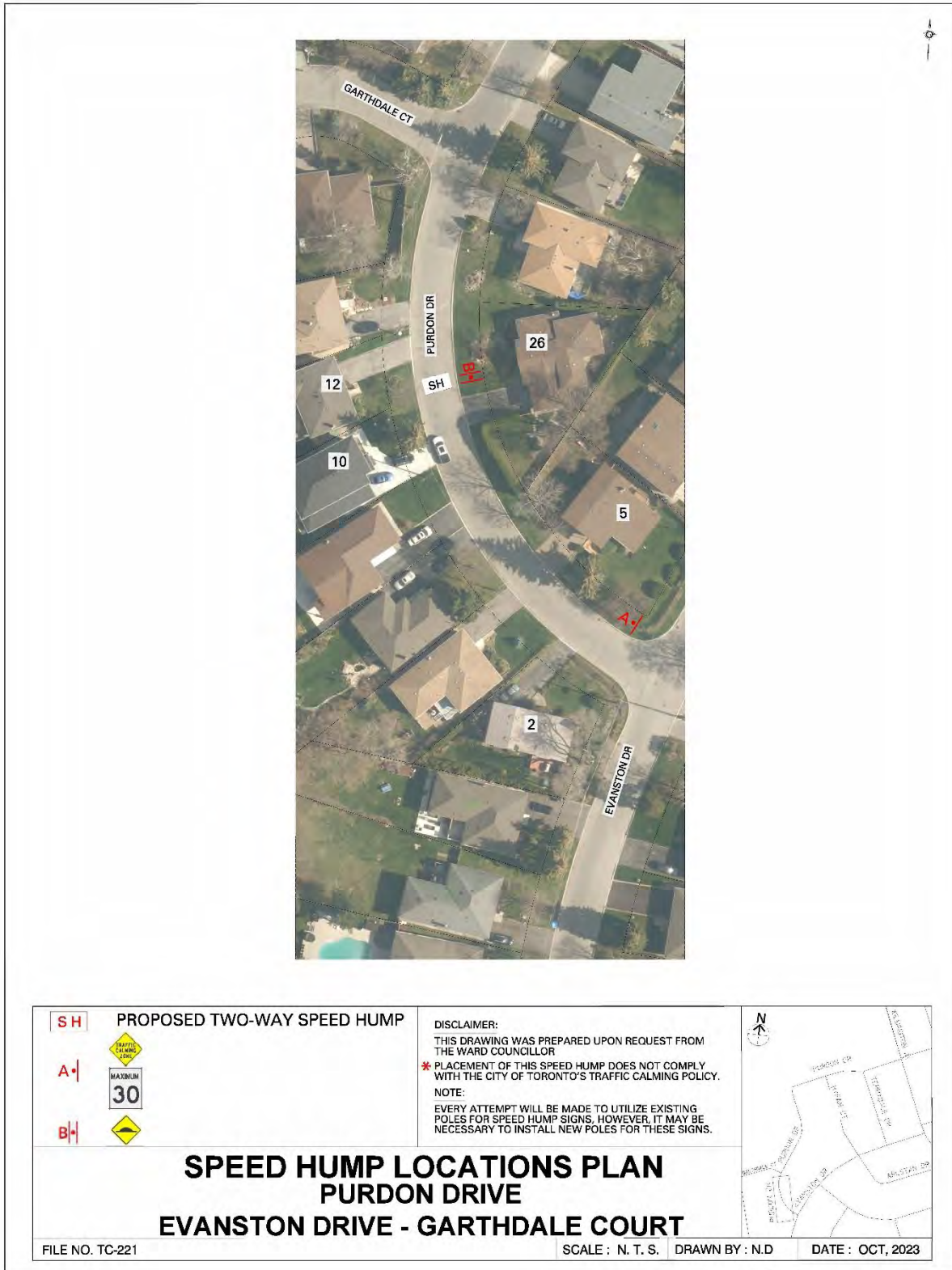
Attachment 22 - TC 204 - Speed Hump Location Plan



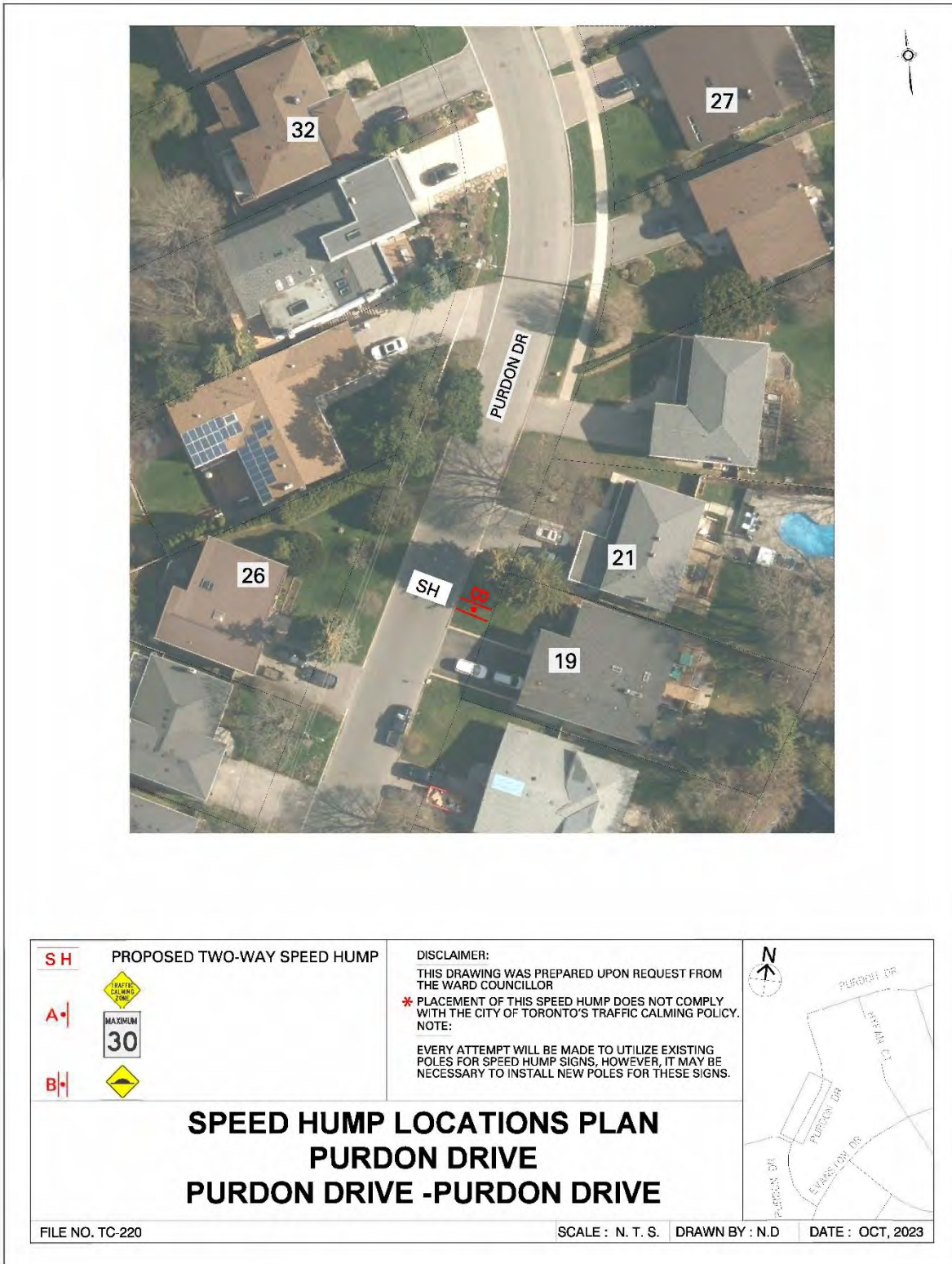
Attachment 23 - TC 222 - Speed Hump Location Plan








Attachment 24 - TC 221- Speed Hump Location Plan








Attachment 25 - TC 220- 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</p> <p>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY. 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 PURDON DRIVE PURDON DRIVE -PURDON DRIVE</p>			
<p>FILE NO. TC-220</p>		<p>SCALE : N. T. S. DRAWN BY : N.D DATE : OCT, 2023</p>	

Attachment 26 - TC 219- 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</p> <p>* PLACEMENT OF THIS SPEED HUMP DOES NOT COMPLY WITH THE CITY OF TORONTO'S TRAFFIC CALMING POLICY. 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 PURDON DRIVE PURDON DRIVE -PURDON DRIVE</p>				
<p>FILE NO. TC-219</p>		<p>SCALE : N. T. S.</p>	<p>DRAWN BY :</p>	<p>DATE : OCT, 2023</p>

Attachment 27 - TC 218- Speed Hump Location Plan



Attachment 28 - Letter from Toronto Fire Services, dated March 2024



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

March 13, 2024

Chris Cahil
Project Lead
Transportation Services
City of Toronto

RE: Speed Hump Investigative Summary for:

- Maxwell St. (between Sheppard W. and Wilmington Ave.)
- Hove St. (between Sheppard W. and Maxwell St.)
- Cocksfield Ave. (between Wilson Hts. and Bathurst St.)
- Codsell Ave. (between Tillplain Rd. and Bathurst St.)
- Purdon Dr. (between Wilmington Ave. and Evanston Dr.)

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) at the locations mentioned above and provide the following comments.

The cumulative effects of having over 50 speed humps spread over 7+ kilometers on 5 roads in one neighborhood on emergency response is something we suggest is given consideration.

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 responses times.

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,

Joseph Del Vasto
District Chief
Emergency Planning
Toronto Fire Services
(416) 338-9136

