TORONTO

REPORT FOR ACTION

Lawrence Park Transportation Plan

Date: October 10, 2024
To: North York Community Council
From: Director, Planning, Design and Management, Transportation Services
Wards: Ward 15, Don Valley West

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 Lawrence Park (LP) Transportation Plan, a study led by staff in Transportation Services at the request of North York Community Council. At the conclusion of the 2017 Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) and Road Improvement Class Environmental Assessment Study, North York Community Council requested staff to study and develop a traffic management plan for the area. The LP Transportation Plan encompassed an assessment of existing conditions in the study area, analyses to determine appropriate changes to the streets and engagement with area residents and interest groups.

This report summarizes the study findings and recommends traffic and safety management changes that can be implemented in the neighbourhood both in advance of and alongside planned roadwork. Recommended changes include the installation of traffic calming measures, intersection realignments and raised intersections. Subject to approval from North York Community Council, traffic calming measures are targeted to be implemented within one to two construction seasons. Intersection realignment and raised intersections would be implemented alongside the basement flooding protection project and associated road work, targeted to be completed by 2032.

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:

a. Three speed humps on Buckingham Avenue between Dinnick Crescent and Wanless Crescent for traffic calming purposes, generally as shown on Attachment 7, dated September 2024, to the report (October 10, 2024), from the Director, Planning, Design and Management, Transportation Services;

b. Four speed humps on Cheltenham Avenue between Dinnick Crescent and St. Ives Crescent for traffic calming purposes, generally as shown on Attachment 6, dated September 2024, to the report (October 10, 2024), from the Director, Planning, Design and Management, Transportation Services;

c. Four speed humps on Dinnick Crescent between Mount Pleasant Road and Cheltenham Avenue for traffic calming purposes, generally as shown on Attachment 5, dated September 2024, to the report (October 10, 2024), from the Director, Planning, Design and Management, Transportation Services;

d. One speed hump on Glengowan Road between Mount Pleasant Road and Dundurn Road for traffic calming purposes, generally as shown on Attachment 17, dated September 2024, to the report (October 10, 2024) from the Director, Planning, Design and Management, Transportation Services;

e. Two speed humps on Lawrence Crescent between Lympstone Avenue and Mount Pleasant Road for traffic calming purposes, generally as shown on Attachment 18, dated September 2024, to the report (October 10, 2024), from the Director, Planning, Design and Management, Transportation Services;

f. One speed hump on Lympstone Avenue between St. Edmunds Drive and Weybourne Crescent for traffic calming purposes, generally as shown on Attachment 16, dated September 2024, to the report (October 10, 2024) from the Director, Planning, Design and Management, Transportation Services;

g. Twenty-one speed humps on St. Leonard's Avenue between Weybourne Crescent and Bayview Avenue for traffic calming purposes, generally as shown on Attachment 10, Attachment 11, Attachment 12, Attachment 13 and Attachment 14 dated September 2024, to the report (October 10, 2024) from the Director, Planning, Design and Management, Transportation Services;

h. One speed hump on St. Leonard's Crescent between St. Leonard's Avenue and Dawlish Avenue for traffic calming purposes, generally as shown on Attachment 15, dated September 2024, to the report (October 10, 2024) from the Director, Planning, Design and Management, Transportation Services;

i. Eight speed humps on Dawlish Avenue for traffic calming purposes between Weybourne Crescent and Dundurn Road, generally as shown on Attachments 8 and 9, dated September 2024, to the report (October 10, 2024) from the Director, Planning, Design and Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for the installation of one speed hump is $4,000; up to 45 speed humps are recommended, a total cost of $180,000. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

DECISION HISTORY

In June 2019, North York Community Council adopted item 2019.NY7.24 Lawrence Park Traffic Management Plan, directing Transportation Services to develop a Traffic Management Plan and implement changes in coordination with the Lawrence Park Environmental Assessment.
https://secure.toronto.ca/council/agenda-item.do?item=2019.NY7.24

In May 2017, City Council adopted item 2017.PW21.3 Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) and Road Improvement Class Environmental Assessment Study and authorized the implementation of the Master Plan aimed to address road infrastructure problems and mitigate the risk of basement flooding.
https://www.toronto.ca/legdocs/mmis/2017/pw/bgrd/backgroundfile-103217.pdf

COMMENTS

In response to a Community Council request (2019.NY7.24), staff initiated a transportation study of Lawrence Park. The study area is bounded by Lawrence Avenue East on the north, Bayview Avenue on the east, the Sherwood Park and Lawrence Park Ravine network to the south and Yonge Street on the west. A map of the study area can be seen in Attachment 1. The LP Transportation Plan aims to identify improvements, in consultation with the community, that could mitigate traffic and safety concerns and inform road design elements that could be delivered through the implementation of the basement flooding protection project. The LP Transportation Plan did not revisit the Council-approved recommendations identified through the Lawrence Park Road & Stormwater Management Study process.

Existing Conditions

Study Focus

Three primary concerns have been raised by the Lawrence Park community: vulnerable road user safety, volume of motor vehicles using local roads for circulation, and motor vehicle speeds.

Street Network Characteristics

The Lawrence Park area is characterized by a grid-like road network consisting of four arterial roads (Bayview Avenue, Lawrence Avenue East, Mount Pleasant Road and Yonge Street), two collector roads (Blythwood Road, Mildenhall Road), and local roads (all remaining road segments). The majority of the area is designated for residential use, however there is commercial designation fronting on Yonge Street and institutional areas on Bayview Avenue. There are many community destinations within the neighbourhood: two schools; several parks and ravine access points; a library; childcare

centres; a community centre; and other community amenities. Key destinations adjacent to the study area include Lawrence Subway Station, Sunnybrook Hospital, Toronto French School, and Holland Bloorview Kids Rehabilitation Hospital and Toronto Rehabilitation Institute.

Local and collector roads within the residential neighbourhood have speed limits of 30 km/h. Local roads range from 6-9.4 metres wide and collector roads are 8.5 metres wide. Two-way travel movements are permitted on all collector and local roads. The majority of roadways permit daytime parking on one or both sides of the road. The sidewalk network is not complete, especially east of Mount Pleasant Boulevard. Sidewalks are available on at least one side of all roads west of Mount Pleasant Boulevard. Less than 50% of roads have sidewalks on one or both sides east of Mount Pleasant Boulevard. All existing sidewalks in Lawrence Park meet or are above the standard minimum width of 1.5 metres. Improving the sidewalk network and connectivity within the neighbourhood was a key consideration of the 2017 Environmental Assessment.

There is no designated cycling infrastructure on roadways in the study area. The Blythwood Ravine Park Trail and Sherwood Park Trail, which provide pedestrian and cycling connections, are the southern boundary of the study area. Bicycle parking is available in the study area along the major arterials and at local destinations, and four Bike Share Toronto stations are located within (or within close proximity) to the study area (refer to the Bike Share System Map for latest locations).

Context of Community Concern

Throughout the 2017 Environmental Assessment Study process, area residents and local interest groups raised concerns about traffic behaviours and travel patterns in Lawrence Park. The volume of motor vehicles on local roads, non-compliance with traffic regulations, speeding by motor vehicles, road user safety and atypical geometric design of intersections are among the most frequently cited concerns. Residents have also submitted a series of petitions related to speed management and requests for traffic calming.

The LP Transportation Plan builds on the Basement Flooding & Road Improvement Environmental Assessment recommendations to address concerns raised by the community.

Traffic Volume, Speed and Travel Patterns

Traffic data was collected and analyzed to assess 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 near-term plan was collected between fall 2021 and Spring 2023. Traffic studies are available for public viewing on the City's Open Data portal.

Traffic studies indicate that the volume of vehicles is within the expected capacity on local and collector roads, 2,500 and 8,000 vehicles per day, respectively. Traffic volumes are below the target maximum indicated in the Road Classification guidelines on all neighbourhood roads. Traffic volumes on local roads range between 270 and

1,700 vehicles per day, and traffic volumes on collector roads range between 2,200 and 8,000 per day.

Speed studies collect precise travel speed data from motor vehicles. Studies indicated that there are local roads in the neighbourhood where motor vehicles travel over 38 km/h (8 km/h above the posted limit).

Data analyzed indicates that the majority of trips starting or ending in Lawrence Park are taken by motor vehicle. The Transportation Tomorrow Survey is a regional study conducted by the University of Toronto Data Management Group that aims to collect information about urban travel patterns in southern Ontario. According to the Transportation Tomorrow Survey, Lawrence residents typically choose motor vehicle travel (81%) over walking (5%), cycling (2%) and taking public transit (11%). Table 1 displays average mode share in Lawrence Park, compared to the City averages.

Table 1: Average mode share in Lawrence Park versus the City of Toronto

Mode	Lawrence Park	City-wide Average
Motor vehicle	60%	46%
Passenger in motor vehicle	21%	11%
Walking	5%	13%
Cycling	2%	13%
Transit	11%	28%

Road Safety (10 Year Collision History)

Collision history from the last ten years was reviewed with a special emphasis on collisions involving vulnerable road users and those that resulted in a death or serious injury. Collision history provided by the Toronto Police Service for the ten-year period ending in June 2024, indicated that there have been seven collisions that resulted in a death or serious injury within the study area.

Of the seven collisions that resulted in a death or serious injury, six occurred on the arterial roads that bound the neighbourhood (Bayview Avenue, Lawrence Avenue East, Mount Pleasant Boulevard, Yonge Street) and one took place on a local road in Lawrence Park. Four collisions involved a pedestrian, one involved a person cycling and two collisions resulted in a fatality. Refer to Attachment 2 for a ten-year summary of collisions that resulted in a death or serious injury.

Traffic Management Measures - Speed Management & Volume Management

Speed management tools such as automated speed enforcement cameras (ASEs) and Watch Your Speed signs encourage compliance with the regulatory speed limit. Temporary automated speed enforcement cameras were circulated to locations on Blythwood Road near Blyth Dale Road in 2021 and 2024, and Lawrence Avenue East near Mildenhall Road in 2021. Speed limit reductions were implemented on all local and

collector roads in the study area in 2018; the speed limit on all local roads is 30km/h and the speed limit on Mildenhall Road and Blythwood Road (collector roads) is 40km/h.

Volume management tools such as turn restrictions have been implemented to reduce the number of vehicles on local roads and discourage infiltration of through traffic onto local streets. Turn restrictions are in effect at all ingress points from Bayview Avenue (Wood Avenue, St Leonard's Avenue, Dawlish Avenue and Blythwood Road) during the weekday, morning peak period (7a.m. to 9a.m.). There is also turn prohibition onto Mildenhall Road from Lawrence Avenue East during the weekday, morning peak period (7a.m. to 9a.m.).

The areas surrounding Blythwood Junior Public School and Sunny View Junior and Senior Public School were designated as School Safety Zones in 2020. Permanent Watch Your Speed signs, flashing beacons, and enhanced pavement markings were implemented in these School Safety Zones to improve road user safety, specifically for school-aged children.

Traffic at local intersections is controlled by stop controls and all-way stop controls. Intersections of two arterial roadways, or an arterial roadway and collector roadway are controlled by traffic control signals. Pedestrian head start signals have been introduced at four intersections with traffic control signals to provide pedestrians an opportunity to begin crossing the street before vehicles proceed and establish a presence in the crosswalk. A pedestrian crossover is located at one intersection in the study area, and six intersections are supported by crossing guards during the school year. There is a red-light camera at the Yonge Street and Lawrence Avenue intersection; it detects and captures images of vehicles making illegal movements on red lights. The locations of safety measures are publicly available on the Vision Zero Mapping Tool.

Public Engagement

Public consultation was conducted to enrich the study team's understanding of traffic issues in the neighbourhood, and to understand the extent to which proposed changes were supported by the community.

A variety of methods were used to notify members of the public and community interest groups of the project and opportunities to participate:

- Project webpage (www.toronto.ca/LawrenceParkTP)
- Notices via Canada Post Neighbourhood Mail (2,248 addresses)
- Email to project emailing list, including resident' associations, ratepayers association, community groups and institutions (200 contacts)

Engagement activities included:

- June-July 2024: An online survey, dedicated phone number and email address collected feedback about the proposed changes. The online survey asked questions about the level of support for the proposed changes, 188 unique responses were received. Comments via email or telephone were received from 36 individuals.
- June 25, 2024: A virtual public meeting was held on June 25, 2024. At the public meeting, staff shared a summary of the previously completed Lawrence Park

Neighbourhood Investigation of Basement Flooding & Road Improvement Environmental Assessment, presented the LP Transportation Plan and answered questions from participants. It was attended by 62 people.

Overall, public feedback collected identified mixed support for proposed changes and potential speed management tools:

- 52 percent of survey respondents support a traffic control signal at Lawrence Avenue East and Wanless Crescent
- 58 percent of survey respondents support flexible speed signs as a speed management tool
- 62 percent of respondents support speed humps as a speed management tool
- 46 percent of respondents support chicanes as a speed management tool

Feedback collected at the public meeting, via email and phone and in open-text survey questions acknowledged the general need for safety improvements, specifically changes that improve conditions for children and seniors, such as traffic calming and intersection safety improvements. Participants were concerned about existing traffic volumes, and potential future traffic infiltration caused by the proposed traffic control signal. Many participants who provided feedback via email expressed desire to advance changes as soon as possible, before the completion of the basement flooding protection project and associated road work. Speed humps were the most common change requested to be delivered as soon as possible.

More information and detailed consultation feedback is available in the consultation report on the project website.

Basement Flooding & Road Improvement Environmental Assessment Recommendations

In 2017, the City completed the Lawrence Park Neighbourhood Investigation of Basement Flooding & Road Improvement Environmental Assessment (EA). To address road conditions and to reduce the risk of basement flooding, the EA identified road and infrastructure improvements including road reconstruction, road resurfacing, new sidewalks as well as sewer upgrades.

City Council approved the EA recommendations including:

- 11 km of roadway reconstruction, including 6.4 km modification from rural to urban cross section
- 3.7 km of roadway resurfacing
- 2.6 km of new sidewalk
- 11.2 km of sewer improvements

The proposed components of the LP Transportation Plan build on the 2018 Basement Flooding & Road Improvement EA recommendations and respond to community concerns and traffic management requests that were not addressed in the EA process. The LP Transportation Plan did not revisit the Council-approved EA, which determined roadway cross-sections and location of new sidewalks.

Transportation Plan Components

Road Safety Improvements

Intersection Improvements
Permanent safety improvements are planned at intersections in the EA study area where road reconstruction and resurfacing work will be completed. New intersection designs will bring intersections up to current standards and guidelines, improve road user safety and accessibility. Design elements will help slow vehicles, improve sightlines and decrease the pedestrian crossing distances.

Two types of intersection improvements will be considered in the detailed design stage: intersection realignment and raised crosswalks. Intersection realignments modify the layout of intersections to improve safety, reducing the crossing distance for pedestrians and increasing visibility among all road users. Intersection realignments may narrow vehicle lanes to reinforce appropriate speeds, lane positioning and yielding. All intersections will be considered for realignment to ensure alignment with City design standards.

Raised crosswalks are higher in elevation than the adjacent roadway and provide benefits like improving visibility of pedestrians, increasing motorist awareness of the crosswalk location, encouraging slower driving speeds and better compliance at stop signs. Raised intersections will be considered at intersections in School and Community Safety zones, along neighbourhood walking routes where sidewalks are present or planned.

Traffic Control Signal
Introducing traffic controls can provide clarity on expected road user behaviour and consequently improve safety for all road users.

Through the EA and LP Transportation Plan processes, requests were received to implement a traffic control signal at the intersection of Lawrence Avenue East and Wanless Crescent (west side). Residents expressed concerns about the existing north-south crossing conditions and connection across Lawrence Avenue East. Staff analyzed the request to install a traffic control signal. While traffic control signals could facilitate travel movements across Lawrence Avenue East and provide some improvement to pedestrian and cycling connections to and from Wanless Park, traffic control signals are not technically warranted nor recommended at the Lawrence Avenue East and Wanless Crescent (west side) intersection.

City Council approval of the staff recommendation regarding traffic controls signals is required since the TTC operates transit service on Lawrence Avenue East. A companion report titled "Traffic Control Signals - Lawrence Avenue East and Wanless Crescent" has been submitted to the October 2024 meeting of North York Community Council on this matter.

Traffic Calming

Speed Management Measures

Area residents expressed concerns about motor vehicle speeds throughout Lawrence Park, highlighting that aggressive driving and speeds above the posted speed limit were common behaviours, especially on streets intersecting with major arterial roads and east/west routes connecting Yonge Street to Bayview Avenue.

The scope of the basement flooding protection project includes road narrowing and shifted alignments on roadways that are being reconstructed. Changes to the width and design of the roadways would contribute to lower vehicle speeds and improved compliance with the speed limit. It also provides an opportunity to accommodate mature trees and minimize tree loss. The LP Transportation Plan did not reconsider the Council-approved cross-sections identified in the EA. Attachment 3 shows a map of the planned road work in Lawrence Park.

The LP Transportation Plan study area included both the EA study area and roads west of it. Roadways outside of the EA study area, and roads that are not scheduled for reconstruction will not be redesigned with speed management benefits as part of this study. Staff assessed alternative speed management opportunities on these roadways to improve compliance with the speed limits.

Speed studies conducted in the neighbourhood identify the operating speeds of motor vehicles; the speed at which 85 and 95 percent of traffic is travelling at or below. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by City Council. Studies conducted confirmed that some local roads in the neighbourhood experience 85 percentile operating speeds at 8km/h or more over the posted speed limit, and/or 95 percentile speeds at 15km/h or more over the posted speed limit. Local roads where speeding was observed are identified in Table 2.

Table 2: Neighbourhood Streets Speed and Volume Study Results

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Require-ment	Resu lts	Warrant Require-ment
Bucking-ham Avenue	Dinnick Cresc-ent	Wanless Crescent	664	46.8 km/h	38 km/h	50.8 km/h	45 km/h
Chelten-ham Avenue	Dinnick Cresc-ent	St Ives Crecent	482	39.5 km/h	38 km/h	44.1 km/h	45 km/h
Dinnick Crescent	Mount Pleas-ant Road	Chelten-ham Avenue	1063-1364	37.7-42.9 km/h	38 km/h	43.5-47.8 km/h	45 km/h

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Require-ment	Results	Warrant Require-ment
Dawlish Avenue	Weybourne Cresc-ent	Dundurn Road	1585-1682	42.3 km/h	38 km/h	45.9 km/h	45 km/h
Glengo-wan Road	Mount Pleas-ant Road	Dundurn Road	790-810	38-42.3 km/h	38 km/h	43.4-45.9 km/h	45 km/h
Lawrence Crescent	Lympstone Avenue	Mount Pleasant Road	937	38.8 km/h	38 km/h	42.1 km/h	45 km/h
Lymp-stone Avenue	St Edmunds Drive	Weybourne Crescent	971	44.2 km/h	38 km/h	48.6 km/h	45 km/h
St Leonard's Crescent	St Leonard's Avenue	Dawlish Avenue	328	38.2 km/h	38 km/h	41.5 km/h	45 km/h
St Leonard's Avenue	Weybou-rne Crescent	Bayview Avenue	1558-1790	39.7-45.8 km/h	38 km/h	44.8-49.9 km/h	45 km/h

Staff investigated all traffic calming options that are outlined in the Traffic Calming Guide for Toronto and consulted with area residents on speed management strategies.

Speed humps were determined to be the most appropriate strategy to improve compliance with the regulatory speed limits. Feedback collected through public consultation also indicated stronger support for speed humps over other speed management tools.

Speed humps are the most common traffic calming measure used in the City because of their effectiveness, delivery timelines and low cost. Speed humps are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds. They are installed mid-block and used on local and collector roads only and provide benefits of effective speed and volume reduction, improved safety

conditions, minimal impact on people cycling, snow clearing and emergency service. Speed humps would be installed in the short-term (within 1-2 construction seasons) and do not impact parking or City services (e.g. snow clearing, garbage removal).

Consultation activities facilitated for the LP Transportation plan indicated support for speed humps. Strong support for speed humps was expressed at the virtual public meeting and via email correspondence. Participants who supported the installation of speed humps felt that they are the most effective traffic calming measure and would address issues of speeding and improve neighbourhood safety. Participants who did not support the installation of speed humps were concerned about their impact to snow clearing, emergency vehicle response times and vehicle noise.

Of the 174 respondents:
• 62 percent supported speed humps
• 9 percent felt neutral about speed humps
• 27 percent did not support speed humps
• 1 percent were unsure

Based on the study results, all roadways in Table 2 satisfied the warrant criteria for both minimum block length and minimum vehicle speeds. The block lengths are greater than 120 metres, and either the 85 percentile or 95 percentile minimum speeds are met. 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 Buckingham Avenue, Cheltenham Avenue, Dinnick Crescent, Dawlish Avenue, Glengowan Road, Lawrence Crescent, Lympstone Avenue, St Leonard's Crescent and St Leonard's Avenue.

Speed humps are recommended along the full length of St Leonard's Avenue between Weybourne Crescent and Bayview Avenue. St Leonard's Avenue between Mount Pleasant Road and Bayview Avenue is included in the basement flooding protection project and associated road reconstruction plans, however, resident feedback indicated strong support for speed hump installation in advance of road reconstruction (targeted to begin in 2026). Email correspondences and petitions were received throughout public consultation requesting the short-term installation of speed humps. 85 percentile operating speeds on St Leonard's Avenue range between 39.7-45.8 km/h, 9.7-15.8km/h over the posted speed limit.

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, people cycling and pedestrians, including transit riders) 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, ranking points out of a possible 100. The Prioritization Scores are displayed in Table 2.

Table 3: Prioritization Scores for Neighbourhood Streets

Roadway	From	To	Prioritization Score
Buckingham Avenue	Dinnick Crescent	Wanless Crescent	48
Cheltenham Avenue	Dinnick Crescent	St Ives Crecent	12
Dinnick Crescent,	Mount Pleasant Road	Cheltenham Road	35
Glengowan Road	Mount Pleasant Road	Dundurn Road	24
Lawrence Crescent	Lympstone Avenue	Mount Pleasant Avenue	13
Lympstone Avenue	St Edmond's Drive	Weybourne Crescent	28
St Leonard's Crescent	St Leonard's Avenue	Dawlish Avenue	12
St Leonard's Avenue	Weybourne Crescent	Bayview Avenue	51

No alterations to parking regulations would be required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps would 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 that they do not support this proposed speed hump installation as it may negatively impact service delivery. 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. Toronto Fire Services recommends non-physical measures to be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles. Responses from Toronto Fire Services are included in Attachment 4.

Toronto Paramedic Services responded and advised that the installation of speed humps will impact response and transport times for residents that reside on the roadway where speed humps are installed. Impacts may extend to community members if the roadways listed serve access to other roadways. They 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 Toronto Paramedic Services endeavour to support the wishes of the community to implement measures to improve upon these components.

A map of the proposed locations of the speed humps is included in Attachments 5-18.

Implementation Timeline

Subject to North York Community Council approval, speed hump installation is targeted for completion in one to two construction seasons.
Intersection realignments and raised intersections would be installed alongside the planned basement flooding protection project and associated road improvement work, targeted for completion in 2032.

Conclusion

The development of the LP Transportation Plan was informed by traffic data and public feedback. It builds on the Council-approved recommendations from the EA, and responds to feedback collected throughout both the EA and LP Transportation plan processes. Residents and community-interest groups expressed concerns with road user safety, motor vehicle speeds and volumes on neighbourhood roads. Traffic data shows that there is low compliance with speed limits on some roads. Traffic calming elements are recommended to encourage slower speeds. Safety improvements that provide safer crossing opportunities for vulnerable road users and improve motorist behaviours around intersections are being pursued through the basement flooding protection project and associated road work.

Public consultation was a key element of the project approach. Area residents and community interest groups were given opportunities to share their concerns and ideas for improvements to enrich staff's understanding of traffic issues and opportunities in the neighbourhood. The public was also surveyed to understand the extent to which recommendations are supported by the community. Surveying results indicated general support for the proposed changes.

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

CONTACT

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SIGNATURE

Jacquelyn Hayward
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ATTACHMENTS

Attachment 1 - Study Area Map
Attachment 2 - Collision Data Review for Lawrence Park Study Area
Attachment 3 - Basement Flooding & Road Improvement Work
Attachment 4 - Fire Services Responses
Attachment 5 - Speed Hump Location Plan ATP-24-LP-SH-038
Attachment 6 - Speed Hump Location Plan ATP-24-LP-SH-039
Attachment 7 - Speed Hump Location Plan ATP-24-LP-SH-040
Attachment 8 - Speed Hump Location Plan ATP-24-LP-SH-041
Attachment 9 - Speed Hump Location Plan ATP-24-LP-SH-042
Attachment 10 - Speed Hump Location Plan ATP-24-LP-SH-043
Attachment 11 - Speed Hump Location Plan ATP-24-LP-SH-044
Attachment 12 - Speed Hump Location Plan ATP-24-LP-SH-045
Attachment 13 - Speed Hump Location Plan ATP-24-LP-SH-046
Attachment 14 - Speed Hump Location Plan ATP-24-LP-SH-047
Attachment 15 - Speed Hump Location Plan ATP-24-LP-SH-048
Attachment 16 - Speed Hump Location Plan ATP-24-LP-SH-049
Attachment 17 - Speed Hump Location Plan ATP-24-LP-SH-050
Attachment 18 - Speed Hump Location Plan ATP-24-LP-SH-051

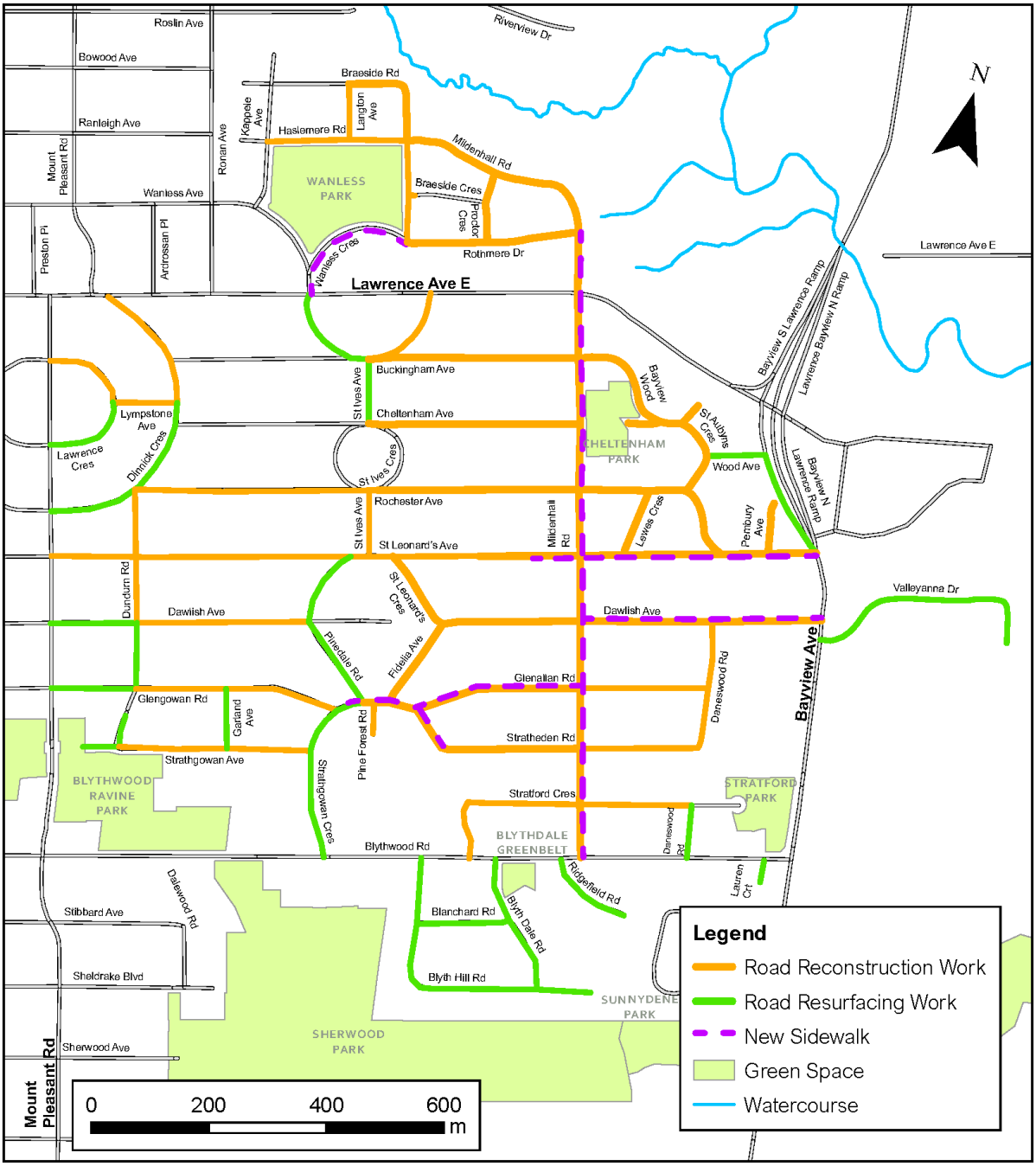
Attachment 1 - Study Area Map

Attachment 2 - Collision Data Review for Lawrence Park Study Area

Collision History (2014-2024) in the study area that resulted in a death or serious injury

Location	Date	Collision Type
Lawrence Avenue East and Yonge Street	June 7, 2015	Cyclist - Vehicle
Buckingham Avenue and Dinnick Crescent	June 14, 2015	Pedestrian - Vehicle
Lawrence Avenue East and Yonge Street	May 15, 2018	Pedestrian - Vehicle
Lawrence Avenue East between Ronan Avenue and Wanless Crescent	December 9, 2018	Vehicle lost control
Bayview Avenue between Wood Avenue and St Leonard's Avenue	September 19, 2019	Vehicle - Vehicle
Lawrence Avenue East between Dinnick Crescent and Ardrossan Place	September 8, 2022	Pedestrian - Vehicle
Lawrence Avenue East and Yonge Street	February 2, 2024	Pedestrian - Vehicle

Attachment 3 - Basement Flooding & Road Improvement Work



TORONTO

Matthew Pegg
Fire Chief and General Manager

Paul Raftis
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September 17, 2024

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RE: Location (Buckingham Avenue from Dinnick Crescent to Wanless Crescent) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **(Buckingham Avenue from Dinnick Crescent to Wanless Crescent** 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 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,

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September 17, 2024

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RE: Location (Cheltenham Avenue from Dinnick Crescent to St. Ives Crescent)
Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Cheltenham Avenue from Dinnick Crescent to St. Ives Crescent** 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 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,

Claudio Gloazzo
Acting District Chief
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C-416-688-0114
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toronto at your service

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Matthew Pegg
Fire Chief and General Manager

Paul Raftis
Deputy City Manager
Community & Social Services

Fire Services
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Email: OfficeoftheFireChief@toronto.ca

September 17, 2024

Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
M5H 2N1

RE: Location (Dawlish Avenue from Mount Pleasant Road to Dundurn Road)
Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Dawlish Avenue from Mount Pleasant Road to Dundurn Road** 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 responses times.

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Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
M5H 2N1

RE: Location (Dawlish Avenue from Weybourne Crescent to Mount Pleasant Road) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Dawlish Avenue from Weybourne Crescent to Mount Pleasant Road** 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 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.

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September 17, 2024

Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
M5H 2N1

RE: Location (Dinnick Crescent from Mount Pleasant Road to Rochester Avenue)
Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Dinnick Crescent from Mount Pleasant Road to Rochester Avenue** 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 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.

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September 17, 2024

Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
M5H 2N1

RE: Location (Dinnick Crescent from Rochester Avenue to Cheltenham Avenue)
Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Dinnick Crescent from Rochester Avenue to Cheltenham Avenue** 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 responses times.

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Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
M5H 2N1

RE: Location (Glengowan Road from Mount Pleasant Road to Dundurn Road)
Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Glengowan Road from Mount Pleasant Road to Dundurn Road** 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 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.

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September 17, 2024

Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
M5H 2N1

RE: Location (Lawrence Crescent from Lympstone Avenue to Mount Pleasant Road) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Lawrence Crescent from Lympstone Avenue to Mount Pleasant Road** 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 responses times.

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Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
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RE: Location (St Leonards Crescent from St. Leonards Avenue to Dawlish Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St Leonards Crescent from St. Leonards Avenue to Dawlish Avenue** 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 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.

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Alyssa Krantzberg
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RE: Location (St. Leonards Avenue from Dundurn Road to St. Ives Avenue)
Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Dundurn Road to St. Ives Avenue** 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 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.

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Project Manager
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RE: Location (St. Leonards Avenue from Lewes Crescent East to Bayview Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Lewes Crescent East to Bayview Avenue** 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 responses times.

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RE: Location (St. Leonards Avenue from Lewes Crescent West to Lewes Crescent East) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Lewes Crescent West to Lewes Crescent East** 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 responses times.

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September 17, 2024

Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
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RE: Location (St. Leonards Avenue from Mildenhall Road to Lewes Crescent West) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Mildenhall Road to Lewes Crescent West** 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 responses times.

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September 17, 2024

Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
M5H 2N1

RE: Location (St. Leonards Avenue from Mount Pleasant Road to Dundurn Road)
Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Mount Pleasant Road to Dundurn Road** 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 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.

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September 17, 2024

Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
M5H 2N1

RE: Location (St. Leonards Avenue from Pote Avenue to Mount Pleasant Road)
Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Pote Avenue to Mount Pleasant Road** 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 responses times.

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September 17, 2024

Alyssa Krantzberg
Project Manager
City Of Toronto | Transportation Services,
100 Queen Street West
M5H 2N1

RE: Location (St. Leonards Avenue from St. Ives Avenue to Mildenhall Road)
Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from St. Ives Avenue to Mildenhall Road** 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 responses times.

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ROCHESTER AVE
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DINNICK CRES
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MT PLEASANT RD
CHELTENHAM AVE
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DINNICK CRES
119
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SH
120
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ROCHESTER AVE
A
S H
PROPOSED TWO-WAY SPEED HUMP
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B
MAXIMUM 30
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.
N
SPEED HUMP LOCATIONS PLAN
DINNICK CRESCENT: MOUNT PLEASANT ROAD TO CHELTENHAM AVENUE
FILE NO. ATP 24-LP-SH-038
SCALE : N. T. S.
DRAWN BY : A Q
DATE: SEP, 2024


A
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CHELTENHAM AVE
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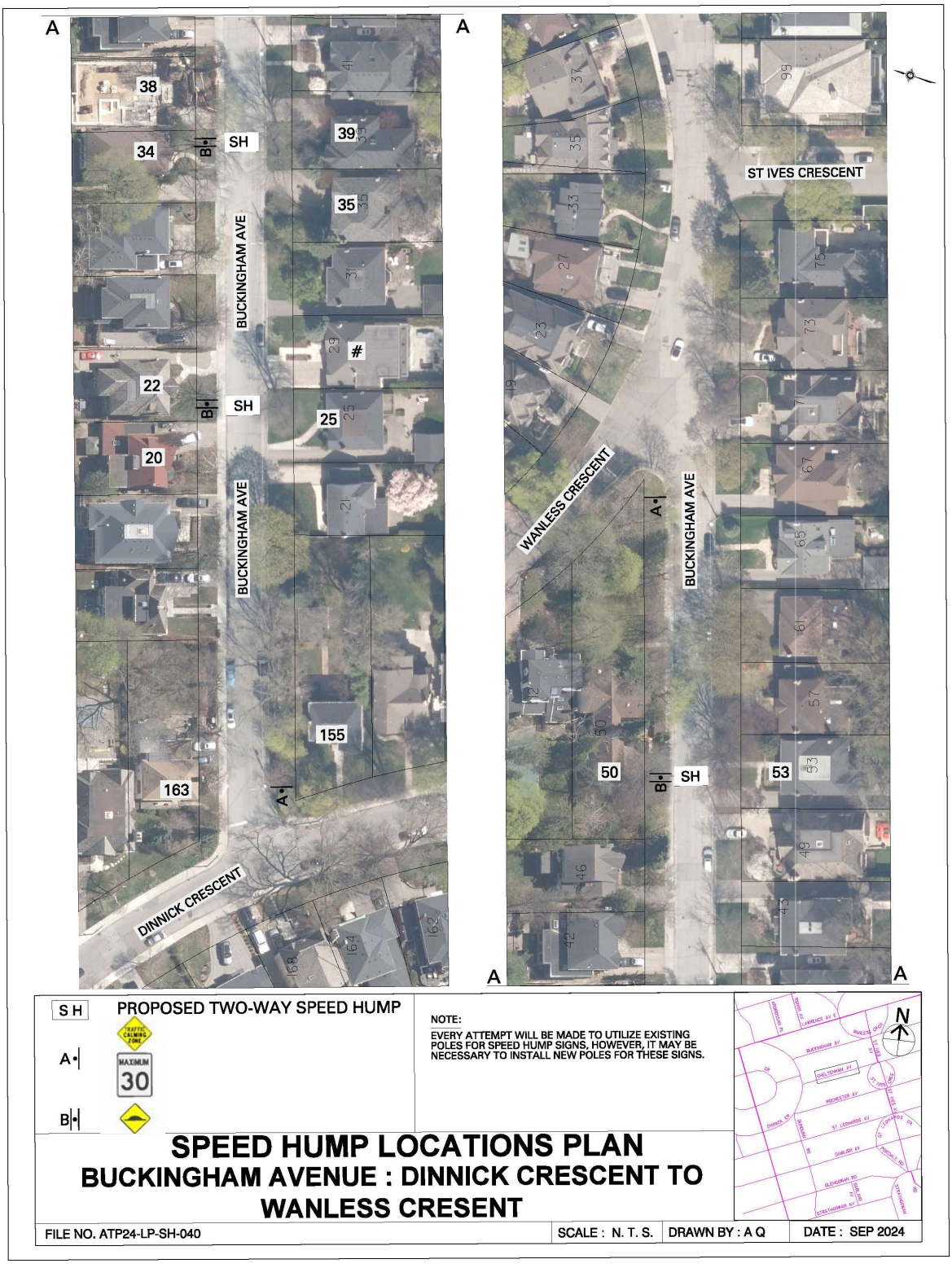
PROPOSED TWO-WAY SPEED HUMP
TRAFFIC CALMING ZONE
MAXIMUM
30
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.
N
SPEED HUMP LOCATIONS PLAN
CHELTENHAM AVENUE: DINNICK CRESCENT TO ST IVES CRESCENT
FILE NO. ATP24-LP-SH-039
SCALE : N. T. S.
DRAWN BY : A Q
DATE: SEP, 2024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PROPOSED TWO-WAY SPEED HUMP
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MAXIMUM
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NOTE:
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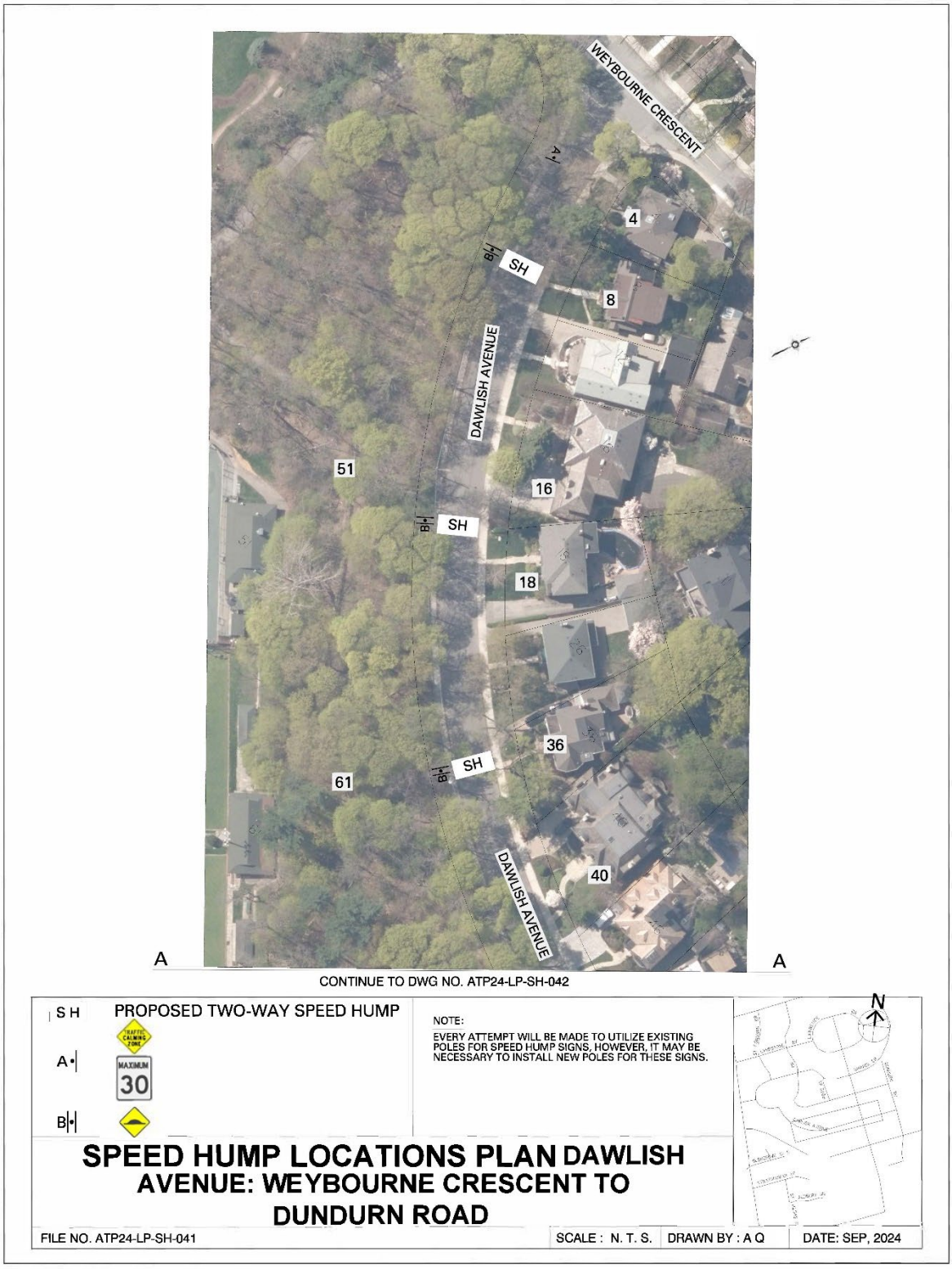
N
SPEED HUMP LOCATIONS PLAN
BUCKINGHAM AVENUE : DINNICK CRESCENT TO WANLESS CRESENT
FILE NO. ATP24-LP-SH-040
SCALE : N. T. S.
DRAWN BY : A Q
DATE : SEP 2024


WEYBOURNE CRESCENT
DAWLISH AVENUE
DAWLISH AVENUE
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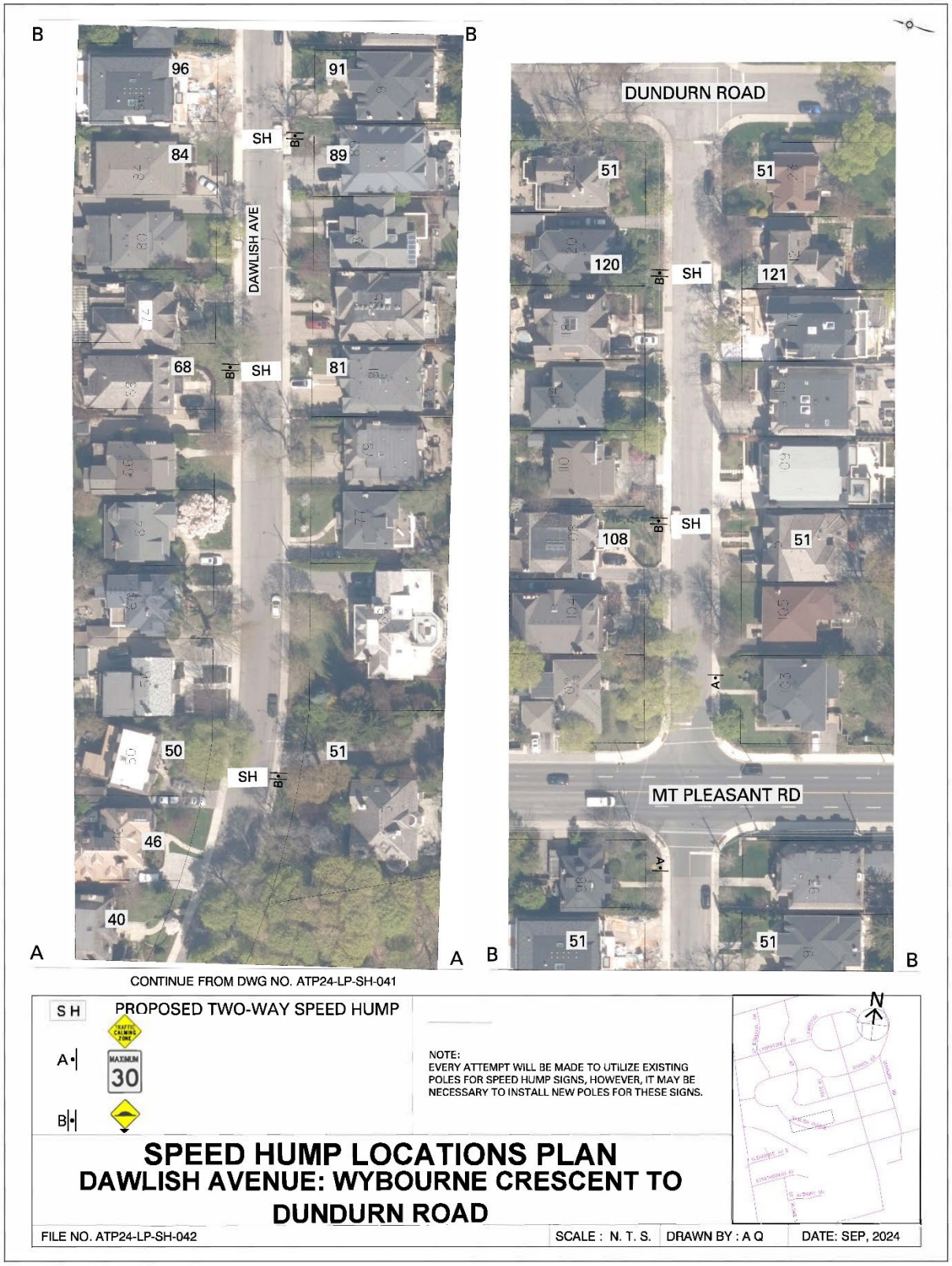
CONTINUE TO DWG NO. ATP24-LP-SH-042
S H
PROPOSED TWO-WAY SPEED HUMP
TRAFFIC CALMING ZONE
MAXIMUM
30
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.
N
SPEED HUMP LOCATIONS PLAN DAWLISH AVENUE: WEYBOURNE CRESCENT TO DUNDURN ROAD
FILE NO. ATP24-LP-SH-041
SCALE : N. T. S.
DRAWN BY : A Q
DATE: SEP, 2024


B
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DAWLISH AVE
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DUNDURN ROAD
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MT PLEASANT RD
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CONTINUE FROM DWG NO. ATP24-LP-SH-041
S H
PROPOSED TWO-WAY SPEED HUMP
TRAFFIC CALMING ZONE
MAXIMUM
30
NOTE:
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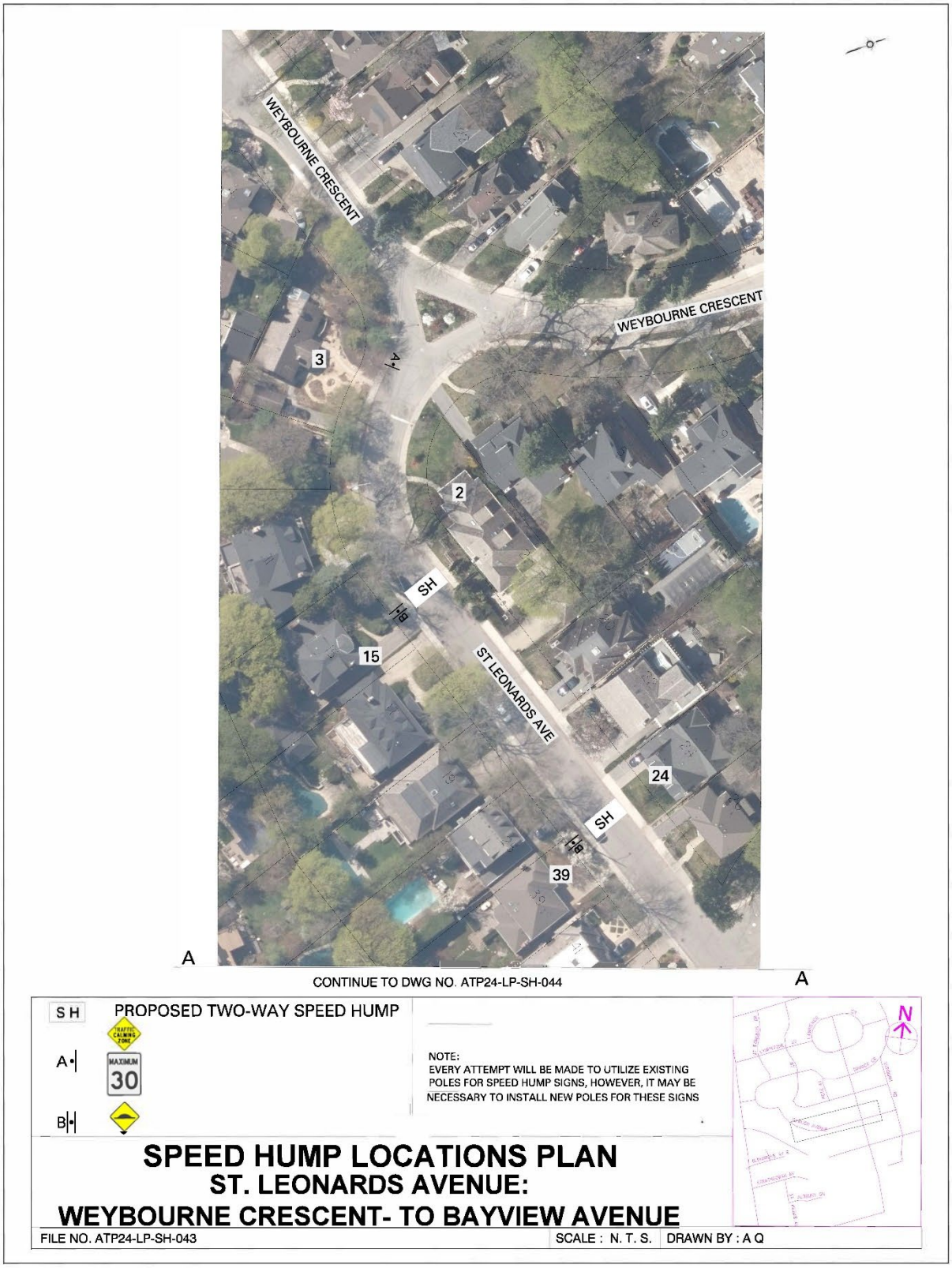
N
SPEED HUMP LOCATIONS PLAN
DAWLISH AVENUE: WYBOURNE CRESCENT TO DUNDURN ROAD
FILE NO. ATP24-LP-SH-042
SCALE : N. T. S.
DRAWN BY : A Q
DATE: SEP, 2024


WEYBOURNE CRESCENT
WEYBOURNE CRESCENT
3
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15
ST LEONARDS AVE
24
SH
39
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A
CONTINUE TO DWG NO. ATP24-LP-SH-044
S H
PROPOSED TWO-WAY SPEED HUMP
TRAFFIC CALMING ZONE
MAXIMUM
30
NOTE:
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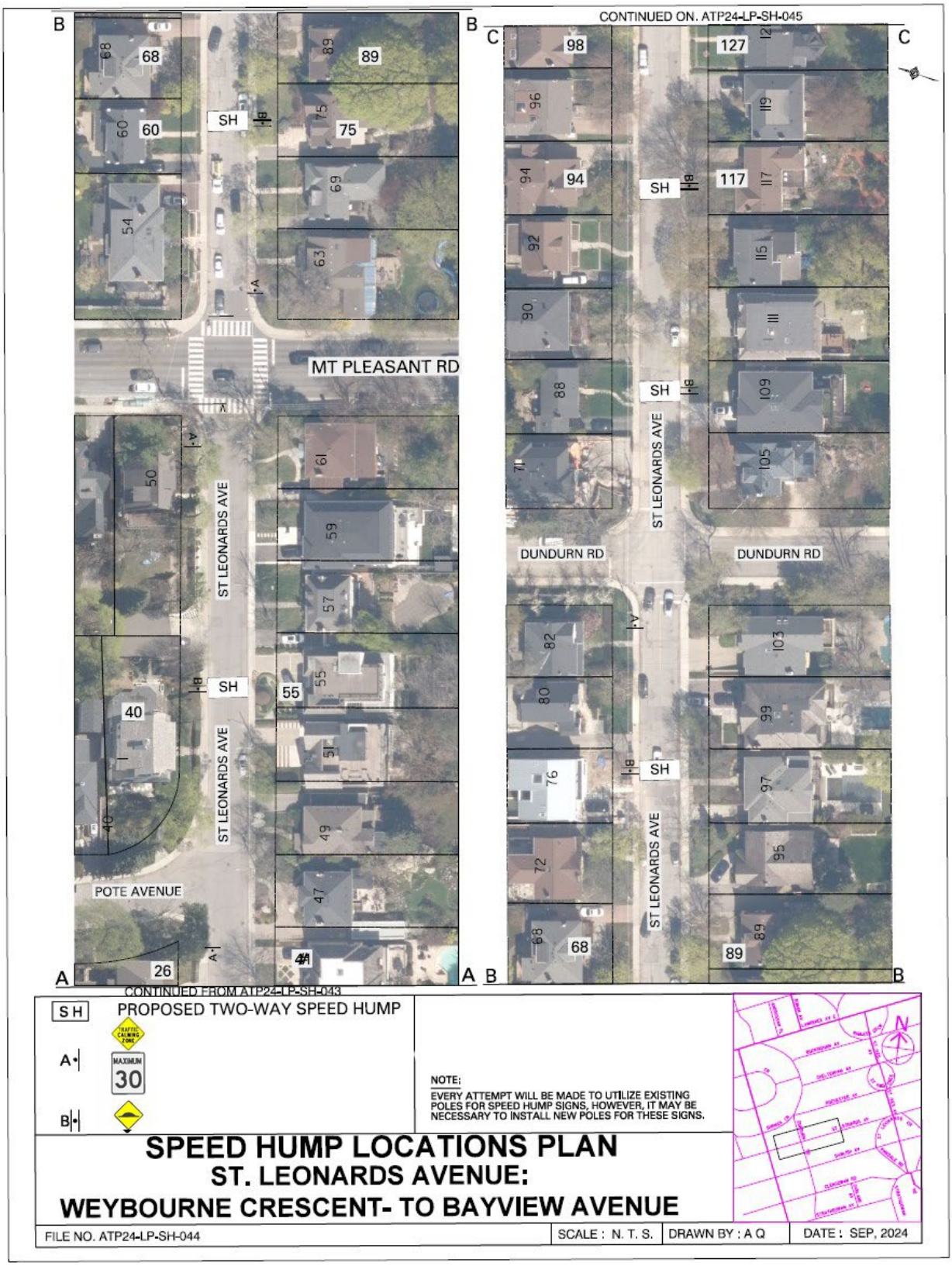
N
SPEED HUMP LOCATIONS PLAN
ST. LEONARDS AVENUE:
WEYBOURNE CRESCENT- TO BAYVIEW AVENUE
FILE NO. ATP24-LP-SH-043
SCALE : N. T. S.
DRAWN BY : A Q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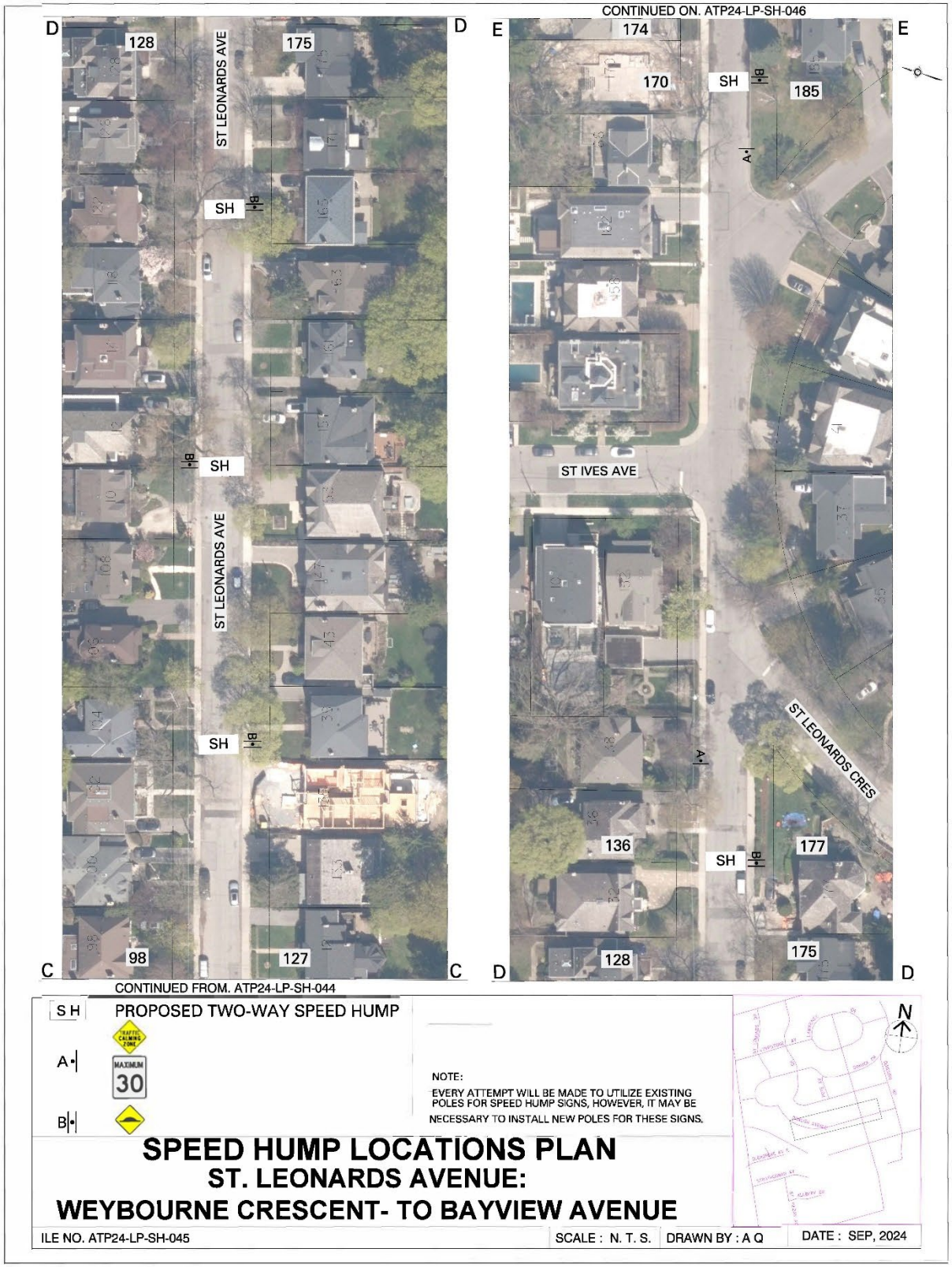
MT PLEASANT RD
ST LEONARDS AVE
DUNDURN RD
POTE AVENUE
SH
CONTINUED FROM ATP24-LP-SH-043
SH PROPOSED TWO-WAY SPEED HUMP
MAXIMUM 30
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.
SPEED HUMP LOCATIONS PLAN
ST. LEONARDS AVENUE:
WEYBOURNE CRESCENT- TO BAYVIEW AVENUE
FILE NO. ATP24-LP-SH-044
SCALE : N. T. S.
DRAWN BY : A Q
DATE : SEP, 2024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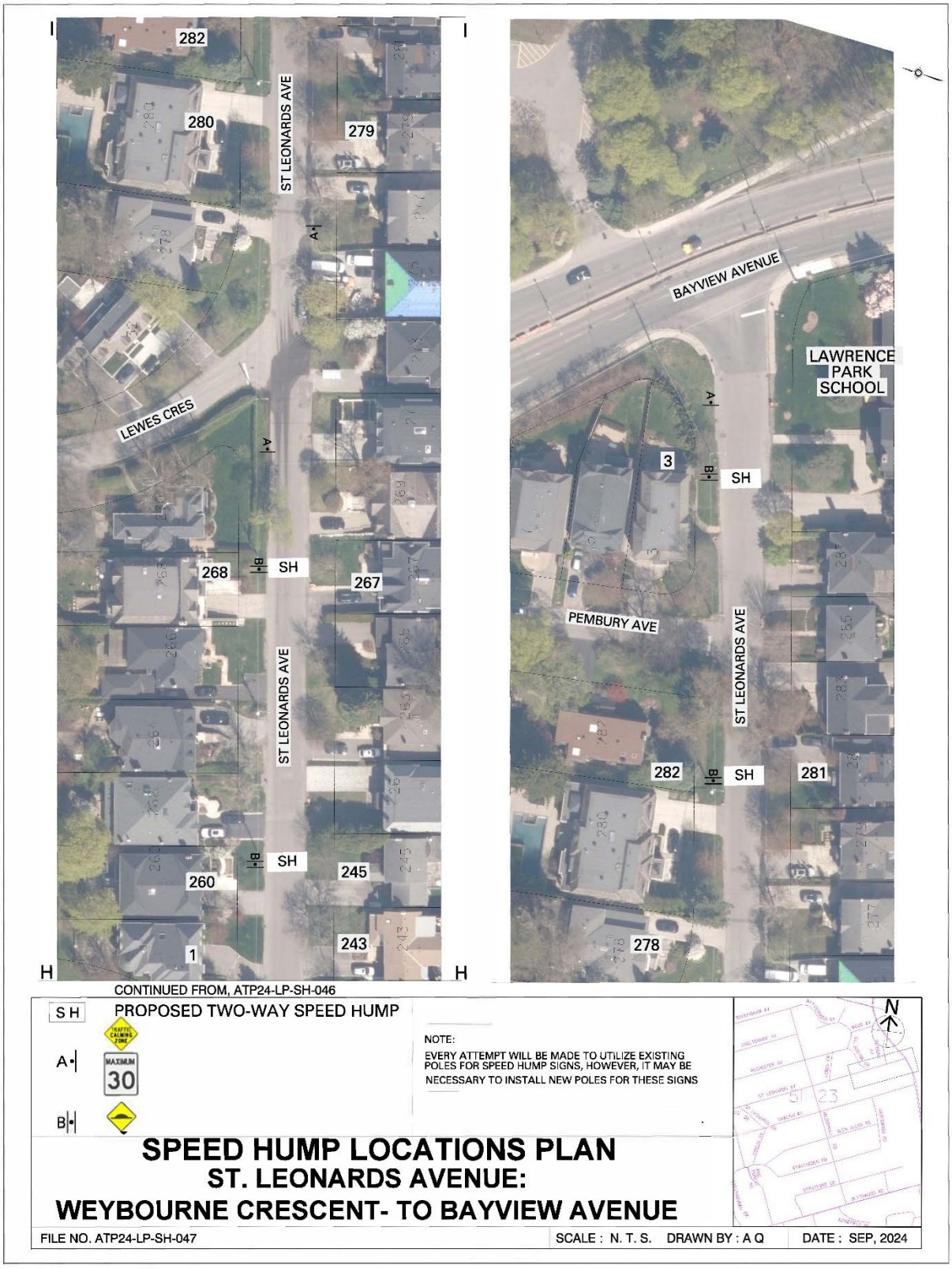
ST LEONARDS AVE
ST IVES AVE
ST LEONARDS CRES
ST LEONARDS AVE
128
175
174
170
185
136
177
98
127
128
175
SH
CONTINUED FROM. ATP24-LP-SH-044
S H PROPOSED TWO-WAY SPEED HUMP
MAXIMUM 30
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.
SPEED HUMP LOCATIONS PLAN
ST. LEONARDS AVENUE:
WEYBOURNE CRESCENT- TO BAYVIEW AVENUE
ILE NO. ATP24-LP-SH-045
SCALE : N. T. S.
DRAWN BY : A Q
DATE : SEP, 2024
N


CONTINUED ON. ATP24-LP-SH-047
G
G
H
H
LEWES CRESCENT
1
214
SH
217
ST LEONARDS AVE
238
235
SH
ST LEONARDS AVE
SH
198
205
ST LEONARDS AVE
MILDENHALL RD
MILDENHALL RD
186
SH
199
226
SH
225
174
185
222
221
F
F
G
G
CONTINUED from. ATP24-LP-SH-045
S H
PROPOSED TWO-WAY SPEED HUMP
TRAFFIC CALMING ZONE
MAXIMUM
30
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.
N
SPEED HUMP LOCATIONS PLAN
ST. LEONARDS AVENUE:
WEYBOURNE CRESCENT- TO BAYVIEW AVENUE
FILE NO. ATP24-LP-SH-046
SCALE : N. T. S.
DRAWN BY : A Q
DATE : SEP, 2024


282
280
279
ST LEONARDS AVE
LEWES CRES
BAYVIEW AVENUE
LAWRENCE PARK SCHOOL
3
SH
PEMBURY AVE
ST LEONARDS AVE
268
267
282
281
260
245
243
1
278
CONTINUED FROM, ATP24-LP-SH-046
S H
PROPOSED TWO-WAY SPEED HUMP
TRAFFIC CALMING ZONE
MAXIMUM
30
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
N
SPEED HUMP LOCATIONS PLAN
ST. LEONARDS AVENUE:
WEYBOURNE CRESCENT- TO BAYVIEW AVENUE
FILE NO. ATP24-LP-SH-047
SCALE : N. T. S. DRAWN BY : A Q
DATE : SEP, 2024

S H PROPOSED TWO-WAY SPEED HUMP

A

B

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.

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SPEED HUMP LOCATIONS PLAN
LAWRENCE CRESCENT: MOUNT PLEASANT ROAD TO LYMPSTONE AVENUE

FILE NO. ATP24-LP-SH-048 | SCALE : N. T. S. | DRAWN BY : A Q | DATE: SEP, 2024

SH PROPOSED TWO-WAY SPEED HUMP

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

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.

N

SPEED HUMP LOCATIONS PLAN
LYMPSTONE AVENUE: ST EDMUNDS DRIVE TO WEYBOURNE CRESCENT

FILE NO. ATP24-LP-SH-049	SCALE : N. T. S.	DRAWN BY : A Q	DATE: SEP, 2024

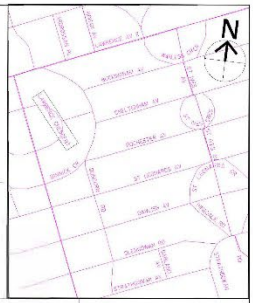
S H PROPOSED TWO-WAY SPEED HUMP

A

MAXIMUM 30

B

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.



SPEED HUMP LOCATIONS PLAN
GLENGOWAN ROAD: MOUNT PLEASANT ROAD TO DUNDURN ROAD

FILE NO. ATP24-LP-SH-050 | SCALE : N. T. S. | DRAWN BY : A Q | DATE: SEP, 2024

S H PROPOSED TWO-WAY SPEED HUMP

A

B

MAXIMUM 30

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.

N

SPEED HUMP LOCATIONS PLAN
ST LEONARDS CRESCENT: DAWLISH AVENUE TO ST LEONARDS AVENUE

FILE NO. ATP24-LP-SH-051	SCALE : N. T. S.	DRAWN BY : A Q	DATE: SEP, 2024