

## Traffic Calming (Speed Humps) - Burnview Crescent

**Date:** September 3, 2024

**To:** Scarborough Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 21, Scarborough Centre

### SUMMARY

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

Transportation Services is recommending the installation of speed humps on Burnview Crescent, between Bellamy Road North and Lawrence Avenue East. Staff's assessment indicates that the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Burnview Crescent.

### RECOMMENDATIONS

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Burnview Crescent, between Bellamy Road North and Lawrence Avenue East
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of nine speed humps on Burnview Crescent, between Bellamy Road North and Lawrence Avenue East, generally as shown on Attachments 2 and 3, Drawing No's. TC-329 and TC-330, dated August 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Burnview Crescent" from the Director, Traffic Management, Transportation Services

### FINANCIAL IMPACT

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The estimated cost for installing nine speed humps on Burnview Crescent is \$36,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Burnview Crescent, between Bellamy Road North and Lawrence Avenue East. The residents are concerned that motorists travel at a high rate of speed on Burnview Crescent.

### **Existing Conditions**

Burnview Crescent is characterized by the following conditions:

- It is a two-lane, southeast-northwest, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,600 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There is a continuous sidewalk on the east and north side of the street, while on the west side, sidewalk extends from Lawrence Avenue East to approximately 40 metres south

The adjacent land use in this area is mainly residential, consisting of detached and semi-detached dwellings. At the northern end of Burnview Crescent, south of the intersection of Burnview Crescent and Lawrence Avenue East, the land use is classified as commercial local, which includes two plazas. The north leg of the intersection is a private driveway for St. Rose of Lima Catholic School. The land use there is classified as institutional, a generator of vulnerable road users

A map of the area and proposed locations of the speed humps is included in Attachments 2 and 3.

### **Study Results**

As part of the assessment of the warrant criteria, a three-day speed and volume study was conducted on Burnview Crescent from March 19 to 21, 2024.

The study results on Burnview Crescent disclosed the following:

- 24-hour total vehicle volume is 1,600 vehicles

- The block length from Bellamy Road North to Lawrence Avenue East is 600 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 49 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 54 km/h

Based on the study results, Burnview Crescent has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 19 km/h over the warranted speed of 30 km/h, and the 95th percentile speed is 24 km/h over the warranted speed of 30 km/h.

The overall investigation concluded that the eligibility and warrant criteria outlined in the updated Traffic Calming Policy have been satisfied. Therefore, staff recommend the installation of speed humps on Burnview Crescent.

### **Relative Priority and Other Impacts**

In the event that the number of approved requests for roadway traffic calming measures exceeds 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 cyclist
- 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 (elderly population, school children 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. Burnview Crescent, between Bellamy Road North and Lawrence Avenue East, scored 63 ranking points out of a possible 100.

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 of potential delays in emergency responses but expressed support for initiatives that enhance community safety. A copy of their full response is included in Attachment 4. Toronto Paramedic Services have also provided their comments. A copy of their full response is included in Attachment 5. Toronto Police Service has not provided comments back at the time of writing this report. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

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

## **CONTACT**

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Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services  
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## **SIGNATURE**

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Roger Browne, M.A.Sc., P. Eng.  
Director, Traffic Management, Transportation Services

## **ATTACHMENTS**

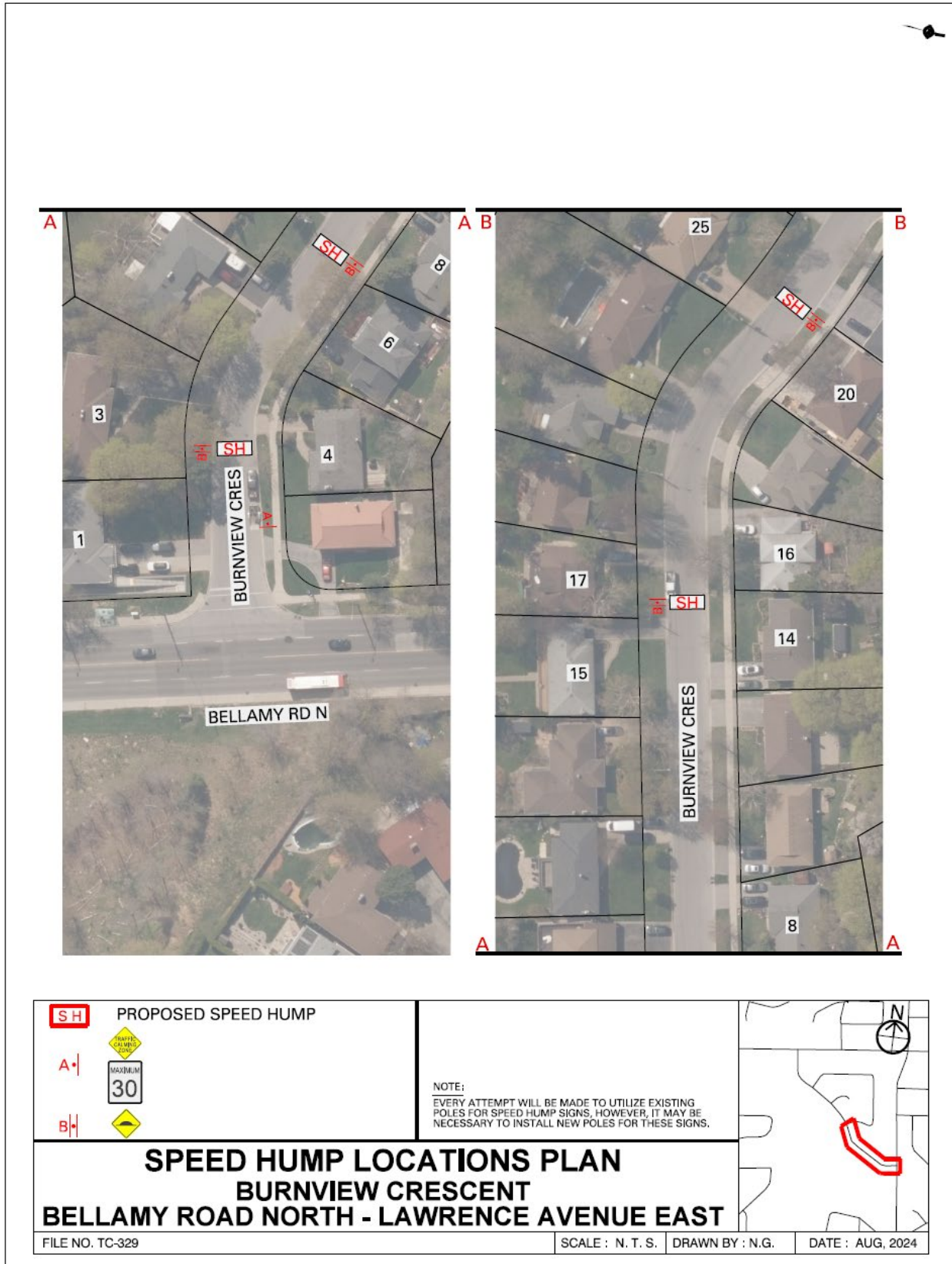
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- Attachment 1: Traffic Calming Warrant - Burnview Crescent, between Bellamy Road North and Lawrence Avenue East
- Attachment 2: Speed Hump Locations Plan - Burnview Crescent, Bellamy Road North - Lawrence Avenue East (Matchline, see drawing TC-330)
- Attachment 3: Speed Hump Locations Plan - Burnview Crescent, Bellamy Road North - Lawrence Avenue East
- Attachment 4: Letter from Toronto Fire Services, dated August 19, 2024
- Attachment 5: Letter from Toronto Paramedic Services, dated July 23, 2024

Attachment 1: Traffic Calming Warrant - Burnview Crescent, between Bellamy Road North and Lawrence Avenue East

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	N/A
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (600 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (49 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (54 km/h)

Attachment 2: Speed Hump Locations Plan - Burnview Crescent, Bellamy Road North - Lawrence Avenue East (Matchline, see drawing TC-330)



Attachment 3: Speed Hump Locations Plan - Burnview Crescent, Bellamy Road North - Lawrence Avenue East





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](mailto:OfficeoftheFireChief@toronto.ca)

August 19, 2024

**Ghamdan Al-Mukardi**  
Engineering Technologist Technician  
Traffic Operations - Scarborough District  
City of Toronto - Transportation Services

**RE: Location Burnview Crescent, between Bellamy Road North and Lawrence Avenue East.  
Speed Hump Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Burnview Crescent, between Bellamy Road North and Lawrence Avenue 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.

Toronto Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the City of Toronto. However, careful consideration must be given to accepting a delay to emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic. Our recommendation is that non-physical measures be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles.

Regards,

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



Attachment 5: Letter from Toronto Paramedic Services, dated July 23, 2024

**From:** [EMS Planning](#)  
**To:** [Ghamdan Al-mukardi](#)  
**Cc:** [Atif Sharif](#); [Jennifer Chung](#); [EMS Planning](#); [EMS Planning](#)  
**Subject:** Speed humps - Burnview Cres  
**Date:** July 23, 2024 3:34:11 PM

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*We have received and reviewed the proposal for installation of speed humps on Burnview Crescent, between Bellamy Rd N and Lawrence Ave E, with the following comments:*

*The installation of speed humps on Burnview Crescent will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Burnview Crescent serves access to other roadways. It is important that the applicant understands that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.*

*Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and we endeavour to support the wishes of the community to implement measures to improve upon these components.*