

Traffic Calming (Speed Humps) - Various Streets in Ward 4

Date: May 24, 2024

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 4, Parkdale-High Park

SUMMARY

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 the eight streets in Ward 4 listed below. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied for all streets. Therefore, speed humps should be installed on the streets recommended in this report.

- Armadale Avenue, between Ardagh Street and Annette Street
- Durie Street, between Bloor Street West and Annette Street
- Geoffrey Street, between Indian Road and Sunnyside Avenue
- Grenadier Road, between Sorauren Avenue and Roncesvalles Avenue
- Indian Grove, between Bloor Street West and Annette Street
- Maria Street, between Runnymede Road and Clendenan Avenue
- Mavety Street, between Humberside Avenue and Hillview Avenue
- Vine Avenue, between Keele Street and McMurray Avenue

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the installation of speed humps on the streets set out in Attachment 1 to the report "Traffic Calming (Speed Humps) - Various Street in Ward 4", dated May 24, 2024 from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing a total of fifty-eight speed humps on the streets listed in this report is \$232,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2024 Capital Budget. The estimated cost by street is as follows:

- Four speed humps on Armadale Avenue, between Ardagh Street and Annette Street, costing \$16,000.00
- Fourteen speed humps on Durie Street, between Bloor Street West and Annette Street, costing \$56,000.00
- Three speed humps on Geoffrey Street, between Indian Road and Sunnyside Avenue, costing \$12,000.00
- Seven speed humps on Grenadier Road, between Sorauren Avenue and Roncesvalles Avenue, costing \$28,000.00
- Fourteen speed humps on Indian Grove, between Bloor Street West and Annette Street, costing \$56,000.00
- Seven speed humps on Maria Street, between Runnymede Road and Clendenan Avenue, costing \$28,000.00
- Two speed humps on Mavety Street, between Humberside Avenue and Hillsideview Avenue, costing \$8,000.00
- Seven speed humps on Vine Avenue, between Keele Street and McMurray Avenue, costing \$28,000.00

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received requests from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps for the eight streets listed in this report. The residents of these streets are concerned that motorists travel at a high rate of speed.

The existing conditions and study results for the eight streets recommended for speed humps in this report are listed individually below. 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 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. The ranking points out of a possible 100 have also been listed for each street.

A. Armadale Avenue

Existing Conditions

Armadale Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 8.5 metres
- The daily two-way traffic volume is approximately 1,070 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 are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Armadale Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 10.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Armadale Avenue from May 31 to June 2, 2022.

The study results on Armadale Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 1,070 vehicles
- The block length on Armadale Avenue, from Ardagh Street to Annette Street, is approximately 280 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 42.3 km/h

- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 48.8 km/h

Based on the study results, Armadale Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 12.3 km/h over the warranted speed of 30 km/h; and the 95th percentile is 18.8 km/h more than the warranted speed of 30 km/h. 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 Armadale Avenue.

Relative Priority

Armadale Avenue, between Ardagh Street and Annette Street, scored 40 ranking points out of a possible 100.

B. Durie Street

Existing Conditions

Durie Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 8.5 metres
- The daily two-way traffic volume is approximately 875 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings interspersed with a few small commercial businesses. This subject section of Durie Street is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 11, 12 and 13.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Durie Street from November 2 to November 4, 2021.

The study results on Durie Street disclosed the following:

- 24-hour total vehicle volume is approximately 875 vehicles
- The block lengths on Durie Street, from Bloor Street West to Colbeck Street, from Colbeck Street to Ardagh Street and from Ardagh Street to Annette Street are approximately 410 metres, 310 metres and 280 metres, respectively
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 44.2 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 50 km/h

Based on the study results, Durie Street has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres and the operating speed is 14.2 km/h over the warranted speed of 30 km/h; and the 95th percentile is 20 km/h more than the warranted speed of 30 km/h. 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 Durie Street.

Relative Priority

Durie Street, between Bloor Street West and Annette Street, scored 44 ranking points out of a possible 100.

C. Geoffrey Street

Existing Conditions

Geoffrey Street is characterized by the following conditions:

- It is a one-lane, east-west, local roadway
- It operates one-way westbound traffic on a pavement width of 7.3 metres
- The daily two-way traffic volume is approximately 675 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Geoffrey Street is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 14.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Geoffrey Street from June 27 to June 29, 2023.

The study results on Geoffrey Street disclosed the following:

- 24-hour total vehicle volume is approximately 675 vehicles
- The block length on Geoffrey Street, from Indian Road to Sunnyside Avenue, is approximately 180 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 38.7 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 43.5 km/h

Based on the study results, Geoffrey Street has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 8.7 km/h over the warranted speed of 30 km/h. 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 Geoffrey Street.

Relative Priority

Geoffrey Street, between Indian Road and Sunnyside Avenue, scored 15 ranking points out of a possible 100.

D. Grenadier Road

Existing Conditions

Grenadier Road is characterized by the following conditions:

- It is an east-west, local roadway that is two lanes between Roncesvalles Avenue and Parkway Avenue and one lane between Parkway Avenue and Sorauren Avenue
- It operates two-way traffic between Roncesvalles Avenue and Parkway Avenue and one-way eastbound traffic between Parkway Avenue and Sorauren Avenue on a pavement width of 7.3 metres
- The daily traffic volume is approximately 1,350 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings interspersed with a few small commercial businesses. This subject section of Grenadier Road is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 15.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Grenadier Road from September 13 to September 15, 2022.

The study results on Grenadier Road disclosed the following:

- 24-hour total vehicle volume is approximately 1,350 vehicles
- The block length from Grenadier Road, from Sorauren Avenue to Roncesvalles Avenue, is approximately 420 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 42.3 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 47 km/h

Based on the study results, Grenadier Road has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 12.3 km/h over the warranted speed of 30 km/h; and the 95th percentile is 17 km/h more than the warranted speed of 30 km/h. 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 Grenadier Road.

Relative Priority

Grenadier Road, between Sorauren Avenue and Roncesvalles Avenue, scored ranking points out of a possible 27 ranking points out of a possible 100.

E. Indian Grove

Existing Conditions

Indian Grove is characterized by the following conditions:

- It is a north-south, local roadway that is two lanes between Annette Street and Glenlake Avenue and one lane between Glenlake Avenue and Bloor Street West
- It operates two-way traffic between Annette Street and Glenlake Avenue on a pavement width of approximately 7.2 metres and one-way southbound traffic between Glenlake Avenue and Bloor Street West on a pavement width of approximately 6.9 metres
- The daily traffic volume is approximately 590 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings interspersed with a few small commercial businesses. This subject section of Indian Grove is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 16, 17 and 18.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Indian Grove from October 5 to October 7, 2021.

The study results on Indian Grove disclosed the following:

- 24-hour total vehicle volume is approximately 590 vehicles
- The block lengths on Indian Grove, from Bloor Street West to Glenlake Avenue, from Glenlake Avenue to Humberside Avenue and from Humberside Avenue to Annette Street are approximately 400 metres, 390 metres and 180 metres, respectively
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 41 km/h

- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 46.1 km/h

Based on the study results, Indian Grove has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres and the operating speed is 11 km/h over the warranted speed of 30 km/h; and the 95th percentile is 16.1 km/h more than the warranted speed of 30 km/h. 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 Indian Grove.

Relative Priority

Indian Grove, between Bloor Street West and Annette Street, scored 27 ranking points out of a possible 100.

F. Maria Street

Existing Conditions

Maria Street is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of 7.3 metres
- The daily two-way traffic volume is approximately 890 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Maria Street is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 19 and 20.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Maria Street from April 12 to April 14, 2022.

The study results on Maria Street disclosed the following:

- 24-hour total vehicle volume is approximately 890 vehicles
- The blocks length on Maria Street, from Runnymede Road to Gilmour Avenue, from Gilmour Avenue to St. Johns Place and from St. Johns Place to Clendenan Avenue are approximately 280 metres, 210 metres and 200 metres, respectively
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 39.1 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 44.2 km/h

Based on the study results, Maria Street has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres and the operating speed is 9.1 km/h over the warranted speed of 30 km/h. 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 Maria Street.

Relative Priority

Maria Street, between Runnymede Road and Clendenan Avenue, scored 15 ranking points out of a possible 100.

G. Mavity Street

Existing Conditions

Mavity Street is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 7.3 metres
- The daily two-way traffic volume is approximately 250 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Mavity Street is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 21.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study were conducted on Mavity Street from November 22 to November 24, 2022.

The study results on Mavity Street disclosed the following:

- 24-hour total vehicle volume is approximately 250 vehicles
- The block length from Mavity Street, from Humberside Avenue to Hillview Avenue, is approximately 150 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 38.5 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 45.2 km/h

Based on the study results, Mavity Street has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 8.5 km/h over the warranted speed of 30 km/h; and the 95th percentile is 15.2 km/h more than the warranted speed of 30 km/h. 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 Mavity Street.

Relative Priority

Mavity Street, between Humberside Avenue and Hillview Avenue, scored 13 ranking points out of a possible 100.

H. Vine Avenue

Existing Conditions

Vine Avenue is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of 8.6 metres
- The daily two-way traffic volume is approximately 1,800 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings interspersed with a few small commercial businesses. This subject section of Vine Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 22 and 23.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Vine Avenue from April 18 to April 20, 2023.

The study results on Vine Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 1,800 vehicles
The block lengths on Vine Avenue, from Keele Street to Pacific Avenue and from Pacific Avenue to McMurray Avenue are approximately 280 metres and 220 metres, respectively
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 41.6 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 46 km/h

Based on the study results, Vine Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres and the operating speed is 11.6 km/h over the warranted speed of 30 km/h; and the 95th percentile is 16 km/h more than the warranted speed of 30 km/h. 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 Vine Avenue.

Relative Priority

Vine Avenue, between Keele Street and McMurray Avenue, scored 31 ranking points out of a possible 100.

Other Impacts

No alterations to parking regulations will be required on any streets, 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 Paramedic Services responded and advised they support the installation of speed humps, however there are concerns that it may negatively impact their service delivery. A copy of their full response is included in Attachment 24. Toronto Fire Services and Toronto Police Service have 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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SIGNATURE



for

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

ATTACHMENTS

- Attachment 1: Speed Hump Recommendations
- Attachment 2: Traffic Calming Warrant - Armadale Avenue
- Attachment 3: Traffic Calming Warrant - Durie Street
- Attachment 4: Traffic Calming Warrant - Geoffrey Street
- Attachment 5: Traffic Calming Warrant - Grenadier Road
- Attachment 6: Traffic Calming Warrant - Indian Grove
- Attachment 7: Traffic Calming Warrant - Maria Street
- Attachment 8: Traffic Calming Warrant - Mavety Street
- Attachment 9: Traffic Calming Warrant - Vine Avenue
- Attachment 10: Speed Hump Locations Plan - Armadale Avenue, Ardagh Street - Annette Street
- Attachment 11: Speed Hump Locations Plan - Durie Street, Bloor Street West - Annette Street (Matchline, see drawing TC-280)
- Attachment 12: Speed Hump Locations Plan - Durie Street, Bloor Street West - Annette Street (Matchline, see drawing TC-281)
- Attachment 13: Speed Hump Locations Plan - Durie Street, Bloor Street West - Annette Street
- Attachment 14: Speed Hump Locations Plan - Geoffrey Street, Indian Road - Sunnyside Avenue
- Attachment 15: Speed Hump Locations Plan - Grenadier Road, Roncesvalles Avenue - Sorauren Avenue
- Attachment 16: Speed Hump Locations Plan - Indian Grove, Bloor Street West - Annette Street (Matchline, see drawing TC-294)
- Attachment 17: Speed Hump Locations Plan - Indian Grove, Bloor Street West - Annette Street (Matchline, see drawing TC-295)
- Attachment 18: Speed Hump Locations Plan - Indian Grove, Bloor Street West - Annette Street
- Attachment 19: Speed Hump Locations Plan - Maria Street, Runnymede Road - Clendenan Avenue (Matchline, see drawing TC-276)
- Attachment 20: Speed Hump Locations Plan - Maria Street, Runnymede Road - Clendenan Avenue
- Attachment 21: Speed Hump Locations Plan - Mavety Street, Hillview Avenue - Humberside Avenue
- Attachment 22: Speed Hump Locations Plan - Vine Avenue, McMurray Avenue - Keele Street (Matchline, see drawing TC-299)
- Attachment 23: Speed Hump Locations Plan - Vine Avenue, McMurray Avenue - Keele Street
- Attachment 24: Letter from Toronto Paramedic Services, dated May 10, 2024

Attachment 1: Speed Hump Recommendations

1. Toronto and East York Community Council authorize the installation of speed humps on Armadale Avenue, between Ardagh Street and Annette Street.
2. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of four speed humps on Armadale Avenue, between Ardagh Street and Annette Street, generally as shown on Attachment 10, Drawing TC-274 dated May 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Traffic Management, Transportation Services.
3. Toronto and East York Community Council authorize the installation of speed humps on Durie Street, between Bloor Street West and Annette Street.
4. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of fourteen speed humps on Durie Street, between Bloor Street West and Annette Street, generally as shown on Attachments 11, 12 and 13, Drawings TC-279, TC-280 and TC-281 dated May 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Traffic Management, Transportation Services.
5. Toronto and East York Community Council authorize the installation of speed humps on Geoffrey Street, between Indian Road and Sunnyside Avenue.
6. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of three speed humps on Geoffrey Street, between Indian Road and Sunnyside Avenue, generally as shown on Attachment 14, Drawing TC-283 dated May 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Traffic Management, Transportation Services.
7. Toronto and East York Community Council authorize the installation of speed humps on Grenadier Road, between Sorauren Avenue and Roncesvalles Avenue.
8. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of seven speed humps on Grenadier Road, between Sorauren Avenue and Roncesvalles Avenue, generally as shown on Attachment 15, Drawing TC-277 dated May 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Traffic Management, Transportation Services.
9. Toronto and East York Community Council authorize the installation of speed humps on Indian Grove, between Bloor Street West and Annette Street.

10. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of fourteen speed humps on Indian Grove, between Bloor Street West and Annette Street, generally as shown on Attachments 16, 17 and 18, Drawings TC-293, TC-294 and TC-295 dated May 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Traffic Management, Transportation Services.
11. Toronto and East York Community Council authorize the installation of speed humps on Maria Street, between Runnymede Road and Clendenan Avenue.
12. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of seven speed humps on Maria Street, between Runnymede Road and Clendenan Avenue, generally as shown on Attachments 19 and 20, Drawings TC-275 and TC-276 dated May 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Traffic Management, Transportation Services.
13. Toronto and East York Community Council authorize the installation of speed humps on Mavety Street, between Humberside Avenue and Hillview Avenue.
14. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of two speed humps on Mavety Street, between Humberside Avenue and Hillview Avenue, generally as shown on Attachment 21, Drawing TC-284 dated May 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Traffic Management, Transportation Services.
15. Toronto and East York Community Council authorize the installation of speed humps on Vine Avenue, between Keele Street and McMurray Avenue.
16. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of seven speed humps on Vine Avenue, between Keele Street and McMurray Avenue, generally as shown on Attachments 22 and 23, Drawings TC-298 and TC-299 dated May 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Traffic Management, Transportation Services.

Attachment 2: Traffic Calming Warrant - Armadale Avenue

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/No
	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 (280 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (42.3 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (48.8 km/h)

Attachment 3: Traffic Calming Warrant - Durie Street

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/No
	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 (410 m, 310 m, 280 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (44.2 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (50.0 km/h)

Attachment 4: Traffic Calming Warrant - Geoffrey Street

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/No
	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 (180 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (38.7 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (43.5 km/h)

Attachment 5: Traffic Calming Warrant - Grenadier Road

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/No
	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 (420 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (42.3 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (47.0 km/h)

Attachment 6: Traffic Calming Warrant - Indian Grove

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 (Certain sections of this roadway have a grade of or above 5% but less than 8%.
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	Yes/No
	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 (400 m, 390 m, 180 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (41.0 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (46.1 km/h)

Attachment 7: Traffic Calming Warrant - Maria Street

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/No
	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 (280 m, 210 m, 200 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (39.1 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (44.2 km/h)

Attachment 8: Traffic Calming Warrant - Mavety Street

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/No
	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 (150 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (38.5 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (45.2 km/h)

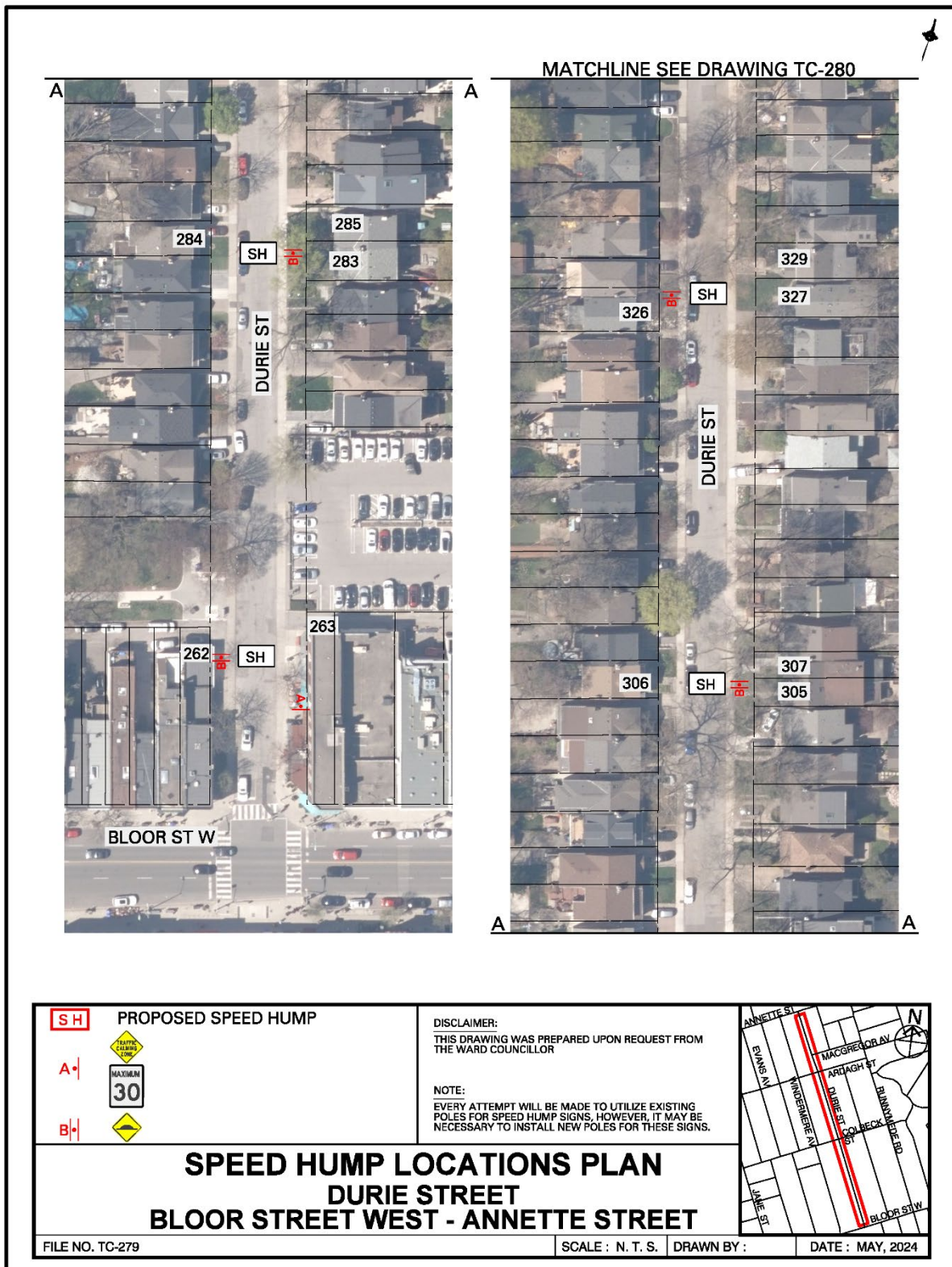
Attachment 9: Traffic Calming Warrant - Vine Avenue

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/No
	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 (280 m, 220 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (41.6 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (46 km/h)

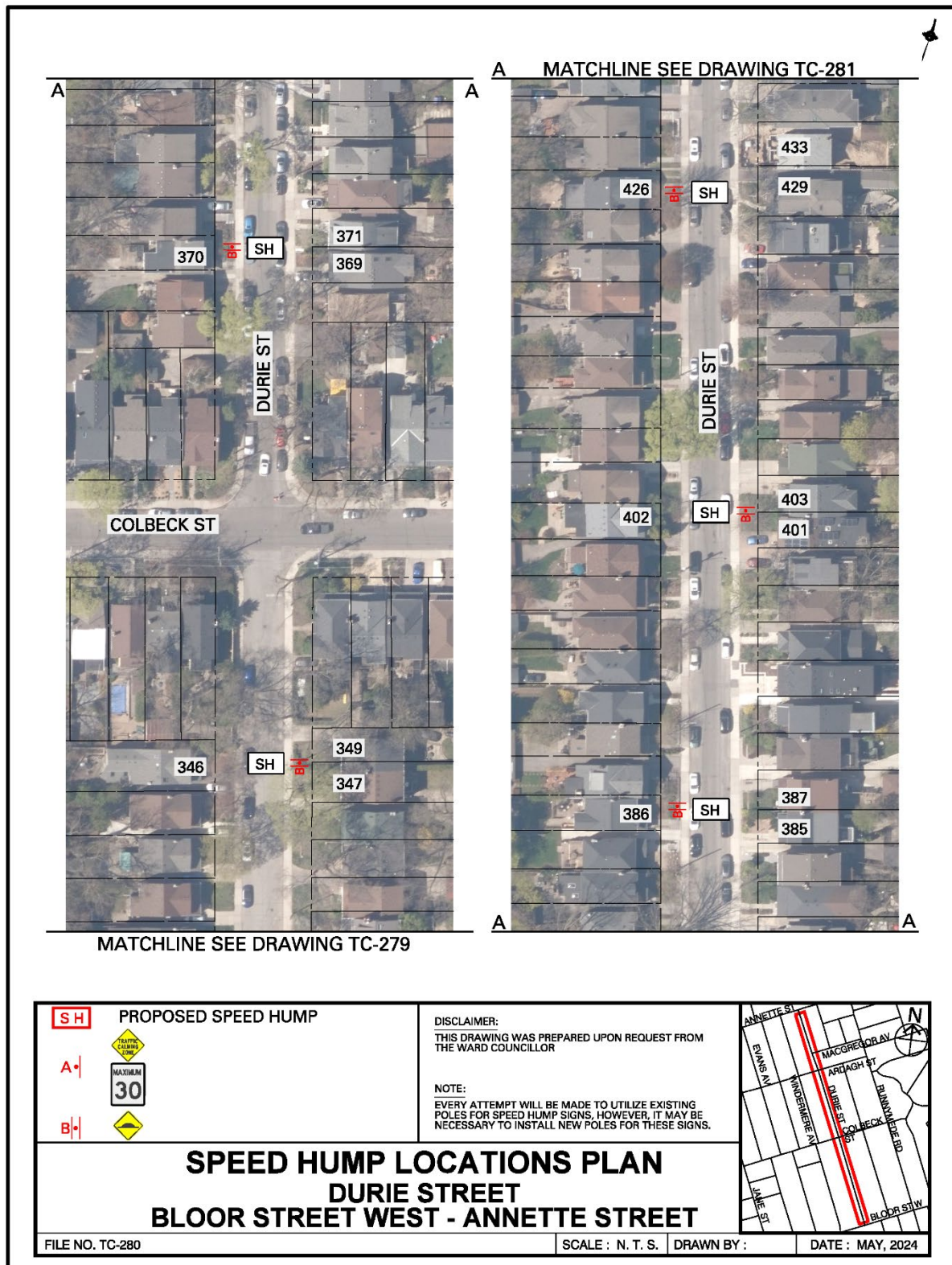
Attachment 10: Speed Hump Locations Plan - Armadale Avenue, Ardagh Street - Annette Street



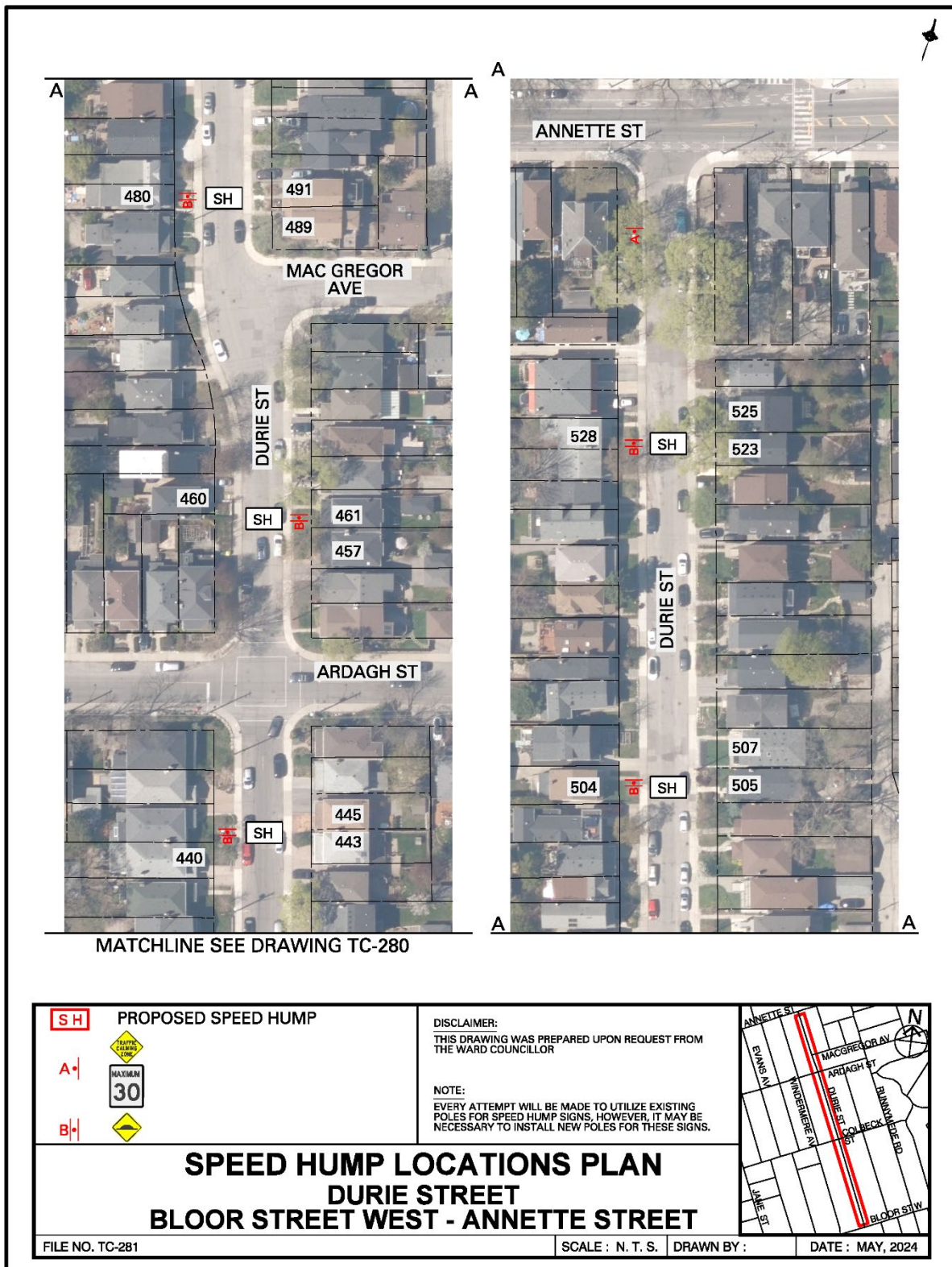
Attachment 11: Speed Hump Locations Plan - Durie Street, Bloor Street West - Annette Street (Matchline, see drawing TC-280)



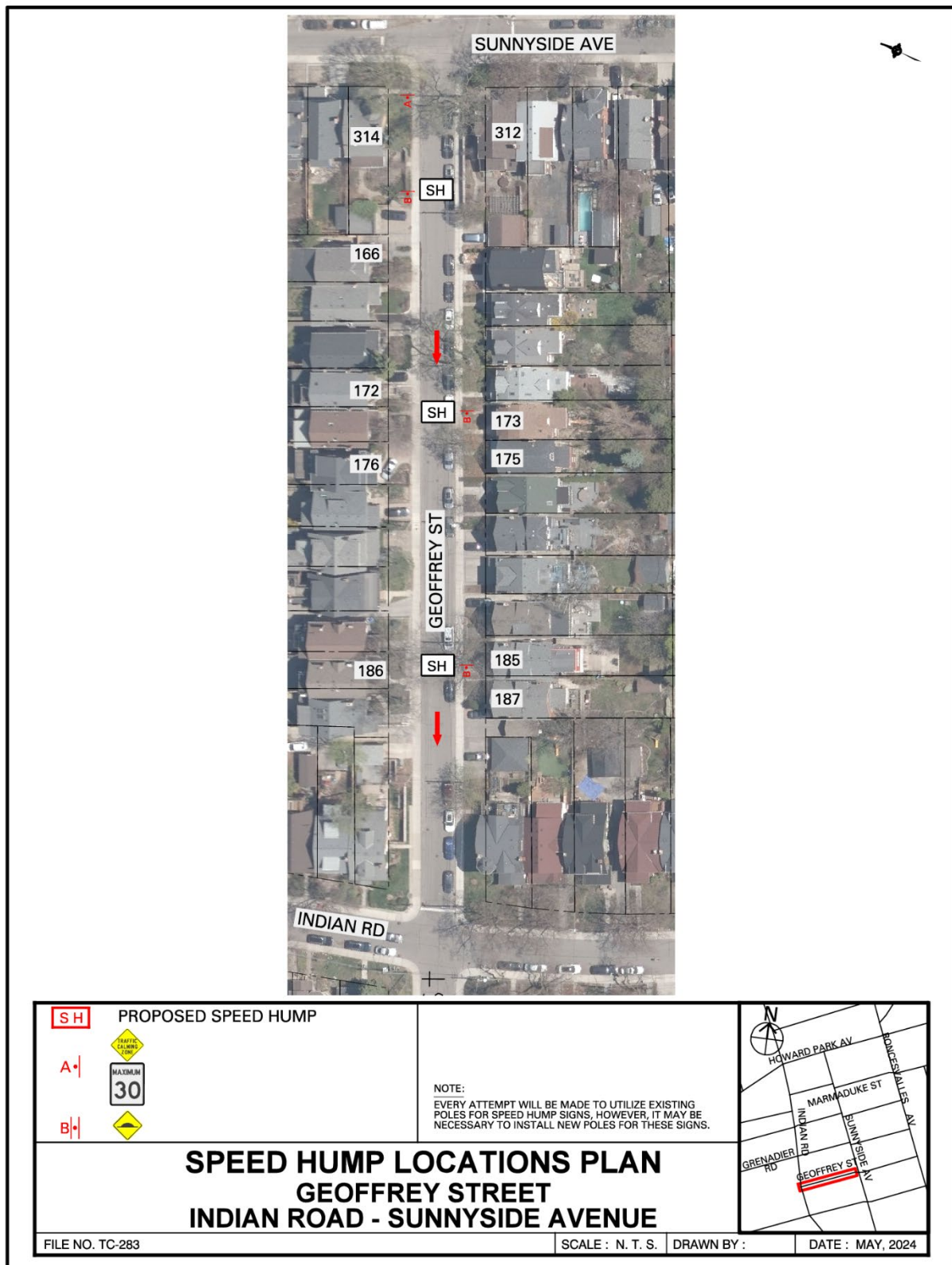
Attachment 12: Speed Hump Locations Plan - Durie Street, Bloor Street West - Annette Street (Matchline, see drawing TC-281)



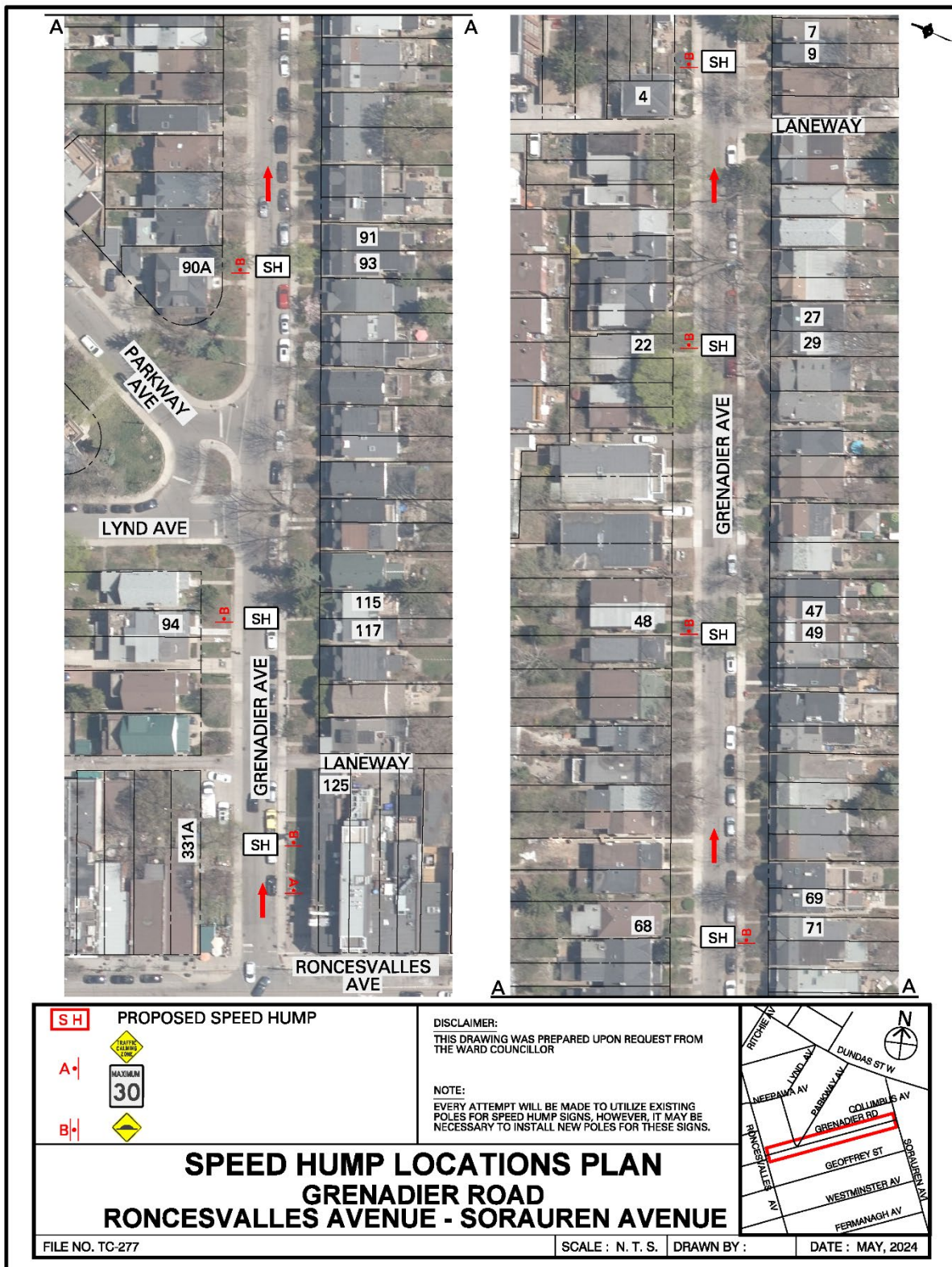
Attachment 13: Speed Hump Locations Plan - Durie Street, Bloor Street West - Annette Street



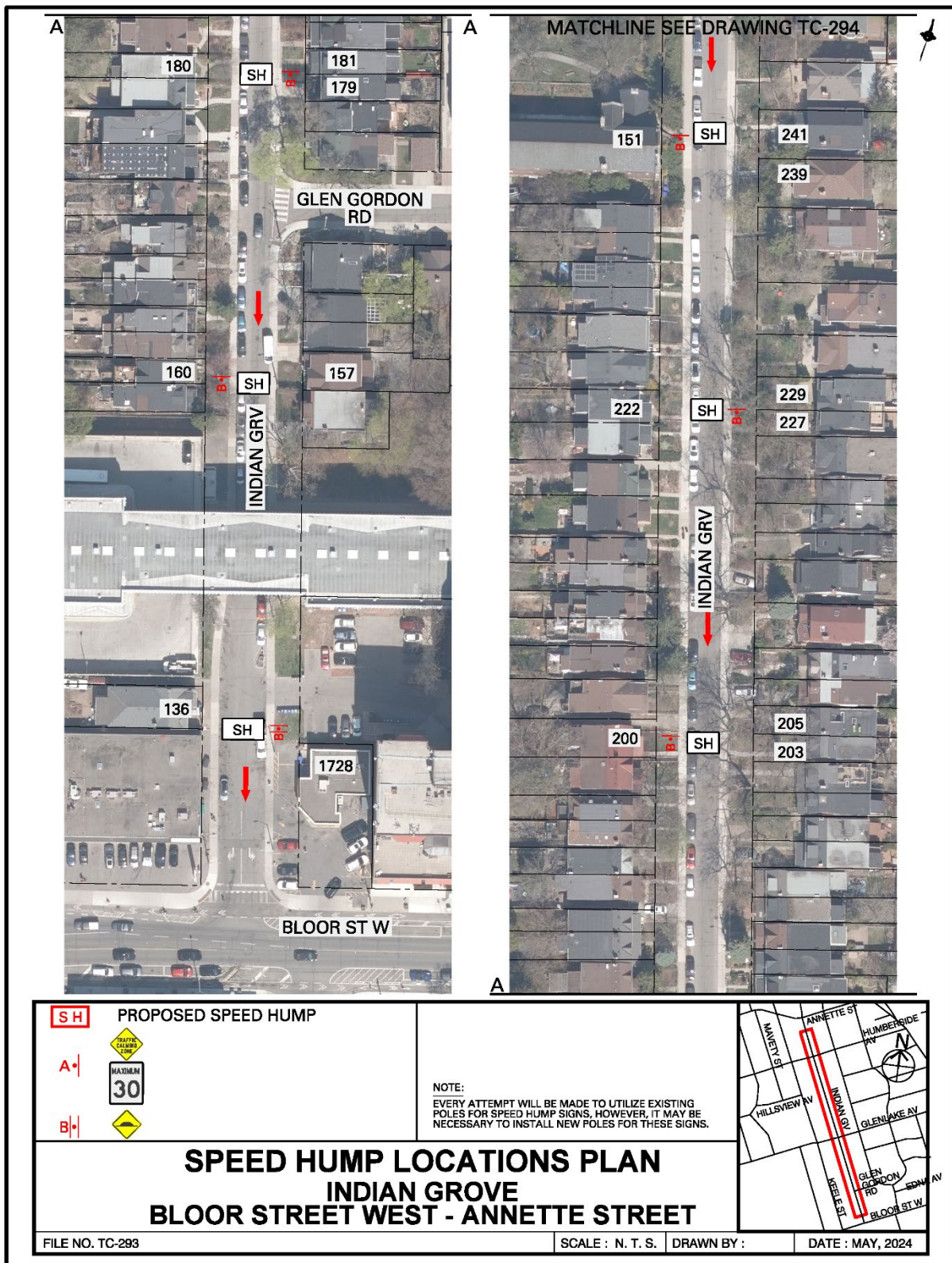
Attachment 14: Speed Hump Locations Plan - Geoffrey Street, Indian Road - Sunnyside Avenue



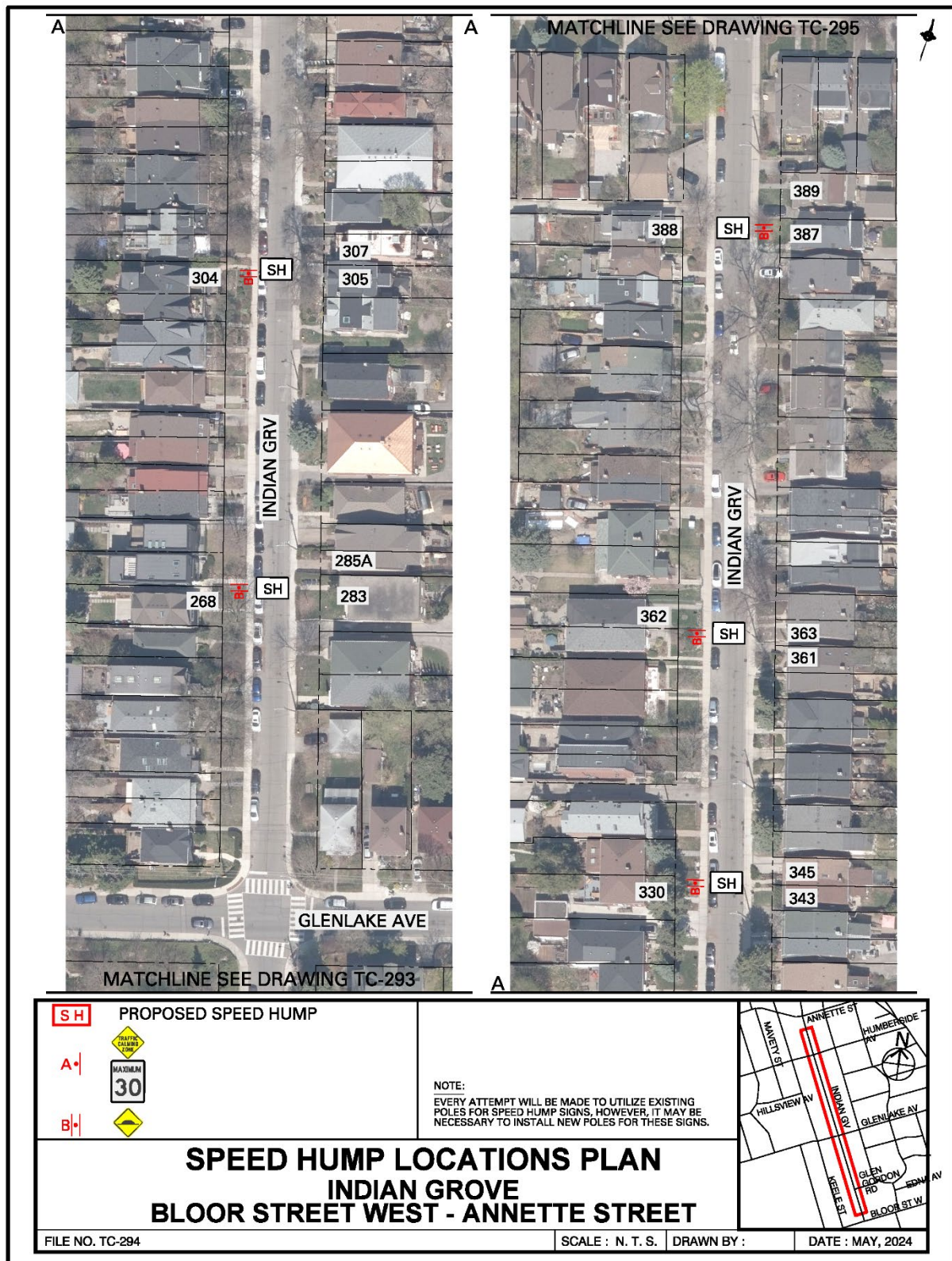
Attachment 15: Speed Hump Locations Plan - Grenadier Road, Roncesvalles Avenue - Sorauren Avenue



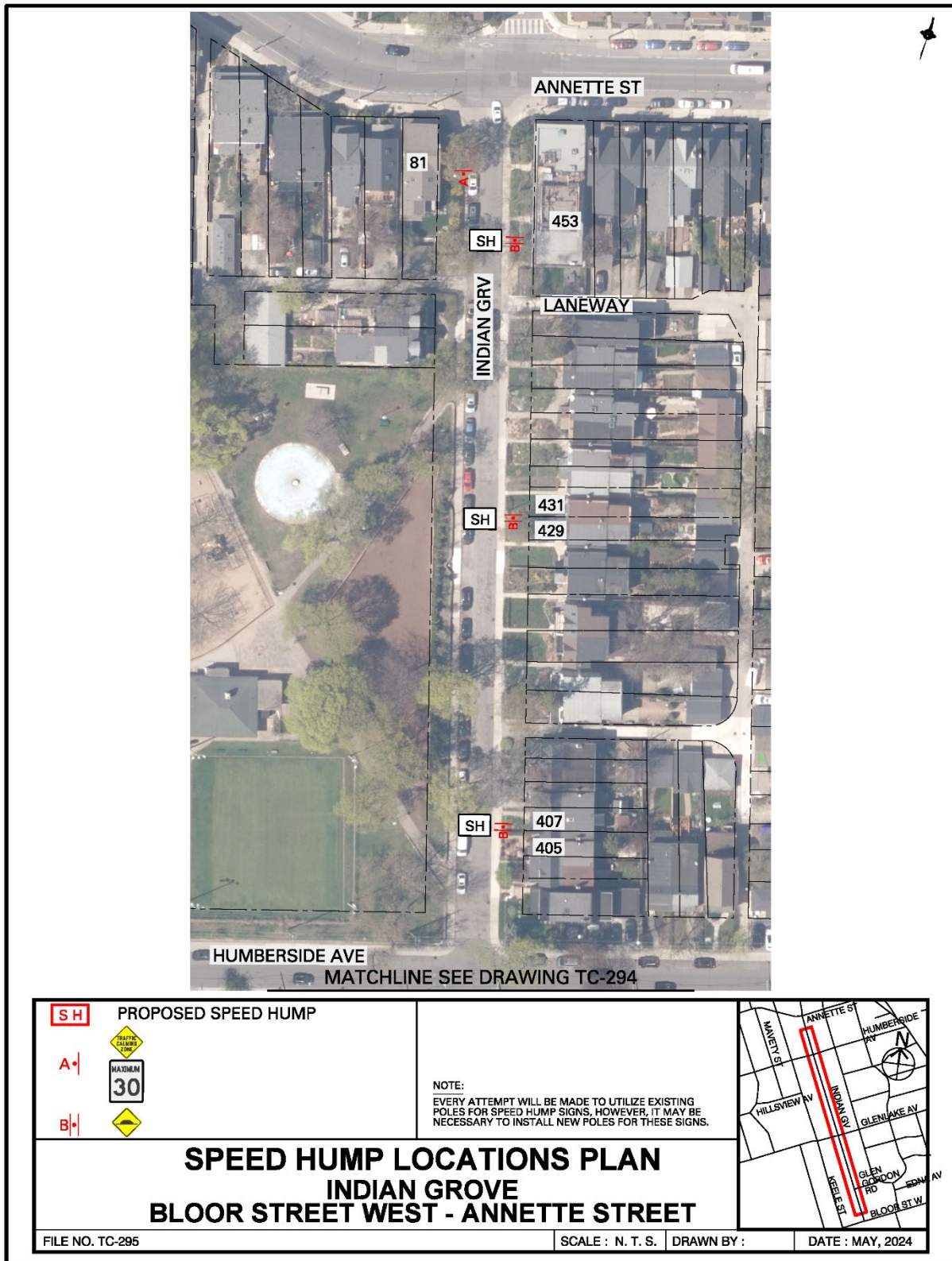
Attachment 16: Speed Hump Locations Plan - Indian Grove, Bloor Street West - Annette Street (Matchline, see drawing TC-294)



Attachment 17: Speed Hump Locations Plan - Indian Grove, Bloor Street West - Annette Street (Matchline, see drawing TC-295)



Attachment 18: Speed Hump Locations Plan - Indian Grove, Bloor Street West - Annette Street



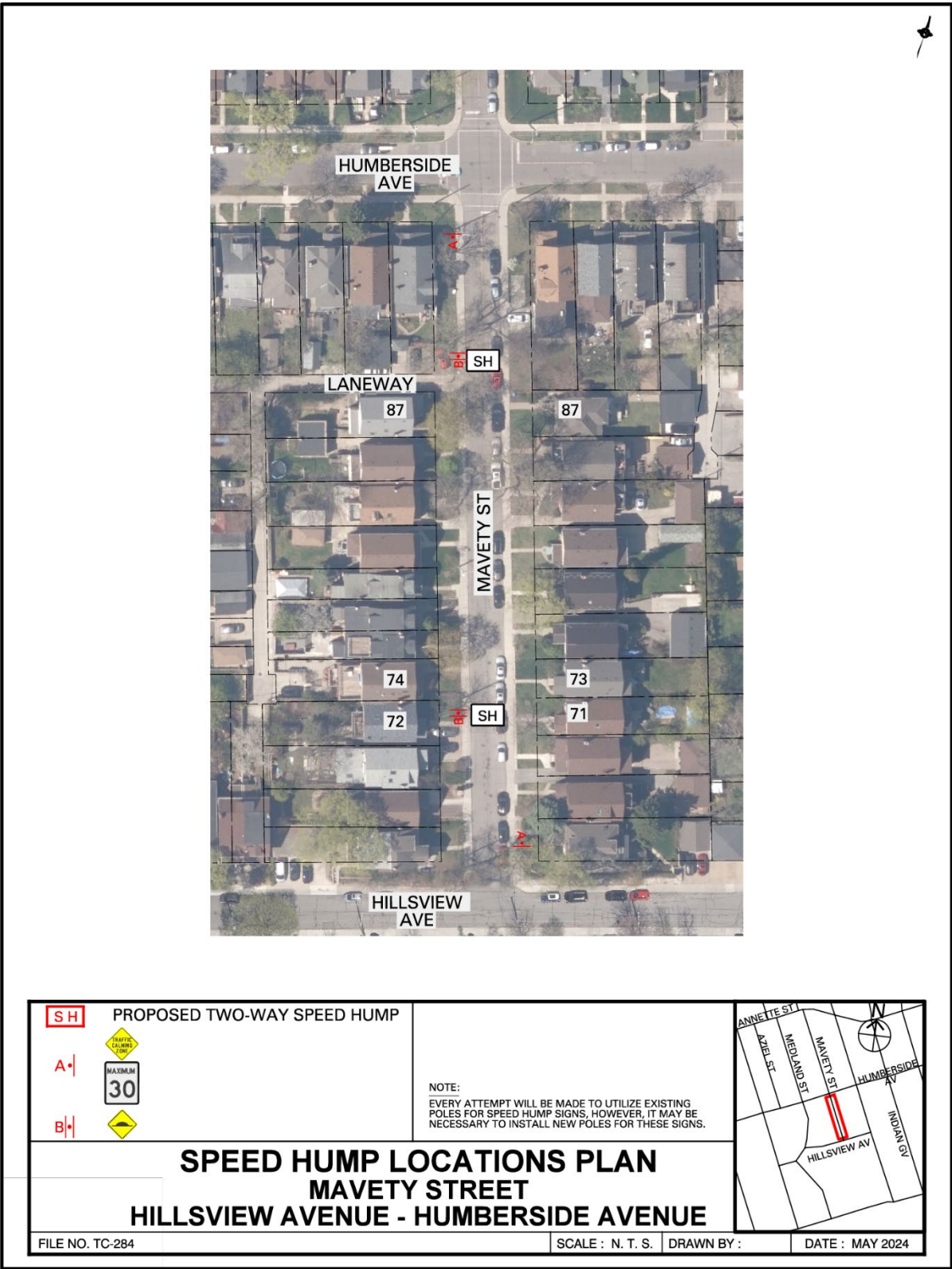
Attachment 19: Speed Hump Locations Plan - Maria Street, Runnymede Road - Clendenan Avenue (Matchline, see drawing TC-276)



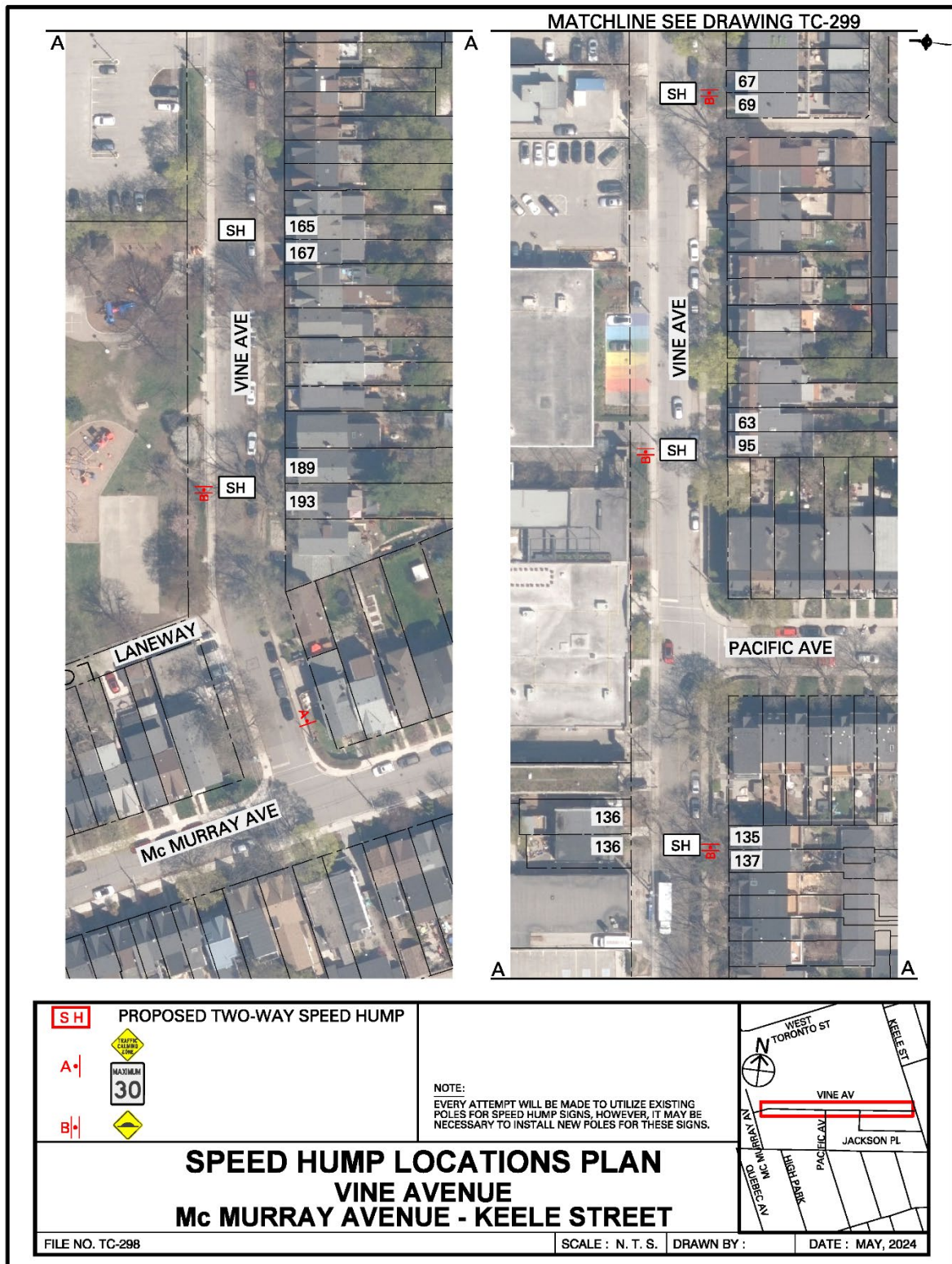
Attachment 20: Speed Hump Locations Plan - Maria Street, Runnymede Road - Clendenan Avenue



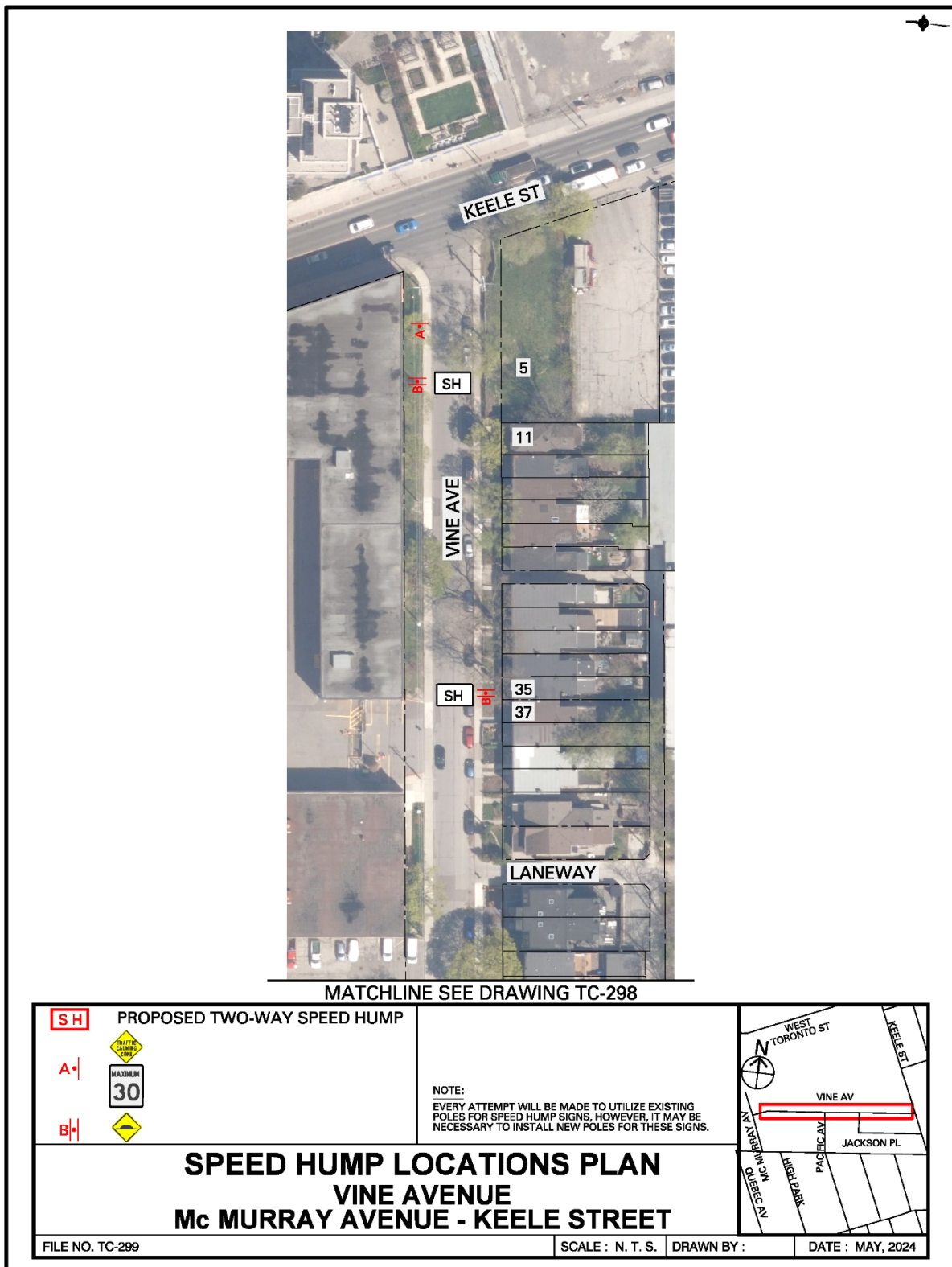
Attachment 21: Speed Hump Locations Plan - Mavity Street, Hillsview Avenue -
 Humberside Avenue



Attachment 22: Speed Hump Locations Plan - Vine Avenue, McMurray Avenue - Keele Street (Matchline, see drawing TC-299)



Attachment 23: Speed Hump Locations Plan - Vine Avenue, McMurray Avenue - Keele Street



Attachment 24: Letter from Toronto Paramedic Services, dated May 10, 2024

Raphael Valinhas

From: Atif Sharif
Sent: May 10, 2024 1:36 PM
To: Raphael Valinhas
Cc: Erlinde Mulumba
Subject: RE: Proposed Traffic Calming (Speed Humps) in Ward 4 - Toronto EMS

Good afternoon Raphael,

I was not able to retrieve the attachments however please see below response.

We have received and reviewed the proposal for installation of speed humps on the roadways below, with the following comments:

- Armadale Avenue, between Ardagh Street and Annette Street
- Durie Street, between Bloor Street West and Annette Street
- Geoffrey Street, between Indian Road and Sunnyside Avenue
- Grenadier Road, between Sorauren Avenue and Roncesvalles Avenue
- Indian Grove, between Bloor Street West and Annette Street
- Maria Street, between Runnymede Road and Clendenan Avenue
- Mavety Street, between Humberside Avenue and Hillsview Avenue
- Vine Avenue, between Keele Street and McMurray Avenue

The installation of speed humps on the roadways listed above will impact response times and transport times to hospital for residents that reside on roadways that speed humps are installed. Impacts may extend to community members if the roadways listed serve access to other streets/avenues/roads/drives. 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.

Many Thanks,

Atif Sharif
A/Commander - Policy, Projects & Process Improvement
Office of the Chief
Toronto Paramedic Services
Tel: 416-397-7493

