

Traffic Calming (Speed Humps and Speed Bumps) - West Parkdale Neighbourhood

Date: October 7, 2024

To: Toronto and East York Community Council

From: Director, Planning, Design and 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 four streets and the installation of speed bumps in one lane in the West Parkdale Neighbourhood. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied.

Speed humps are recommended on the following streets:

- Galley Avenue between Sunnyside Avenue and MacDonell Avenue
- Garden Avenue between Sunnyside Avenue and Roncesvalles Avenue
- Garden Avenue between Sorauren Avenue and MacDonell Avenue
- Glendale Avenue between Wright Avenue and Garden Avenue
- O'Hara Avenue between Seaforth Avenue and Queen Street West

Additionally, speed bumps are recommended in the following laneway:

- Laneway west of MacDonell Avenue and north of Garden Avenue

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the installation of speed humps on Galley Avenue, between Sunnyside Avenue and MacDonell Avenue.

2. Toronto and East York Community Council authorize the installation of speed humps on Garden Avenue, between Sunnyside Avenue and Roncesvalles Avenue.
3. Toronto and East York Community Council authorize the installation of speed humps on Garden Avenue, between Sorauren Avenue and MacDonell Avenue.
4. Toronto and East York Community Council authorize the installation of speed humps on Glendale Avenue, between Wright Avenue and Garden Avenue.
5. Toronto and East York Community Council authorize the installation of speed humps on O'Hara Avenue, between Seaforth Avenue and Queen Street West.
6. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of speed humps, generally as shown on Attachments 2 through 6, Drawing T1006SH-01 through T1006SH-05 dated October 2024, attached to the report entitled "Traffic Calming (Speed Humps) - West Parkdale Neighbourhood" from the Director, Planning, Design and Management, Transportation Services.
7. Toronto and East York Community Council authorize the installation of speed bumps in the laneway west of MacDonell Avenue and north of Garden Avenue, at the locations shown on Attachment 7, Drawing T1006-Ln, dated October 2024, attached to the report titled "Speed Bumps - Laneway West of MacDonell Avenue and North of Garden Avenue" from the Director, Planning, Design and Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing 21 speed humps in the West Parkdale neighbourhood is \$84,000. The estimated cost by street is as follows:

- \$40,000 for ten (10) speed humps on Galley Avenue between Sunnyside Avenue and MacDonell Avenue
- \$8,000 for two (2) speed humps on Garden Avenue between Sunnyside Avenue and Roncesvalles Avenue
- \$12,000 for three (3) speed humps on Garden Avenue between Sorauren Avenue and MacDonell Avenue
- \$12,000 for three (3) speed humps on Glendale Avenue between Wright Avenue and Garden Avenue
- \$12,000 for three (3) speed humps on O'Hara Avenue between Seaforth Avenue and Queen Street West

Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

The estimated cost for the installation of two (2) speed bumps on the Laneway west of MacDonell Avenue and north of Garden Avenue is \$2,000. Funding would be subject to

availability and competing priorities within Transportation Services 2024/2025 Operating Budget.

DECISION HISTORY

On June 26, 2024 City Council adopted Item IE14.4 - Cycling Network Plan - 2024 Cycling Infrastructure and Missing Sidewalk Installation - Third Quarter Update. This item included the installation of bikeways from The Queensway to Brock Avenue as part of the West Parkdale Cycling Connections project.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE 14.4>

COMMENTS

Transportation Services investigated the feasibility of installing traffic calming - namely, speed humps on local roadways and speed bumps in laneways - in conjunction with the West Parkdale Cycling Connections project. Public feedback gathered during the consultation phase of the project included concerns that motorists are traveling at high rates of speed through the West Parkdale neighbourhood. Staff evaluated twenty-two local roadway segments for traffic calming (speed humps) and one laneway for speed bumps. Of these locations reviewed, four local roadways and one laneway meet the eligibility and warrant criteria as outlined in the 2023 Traffic Calming Policy.

Existing Conditions

Galley Avenue is characterized by the following conditions:

- It is a one-lane, east-west, local roadway;
- It operates one-way, westbound vehicular traffic on a pavement width of approximately 7.4 metres;
- The daily one-way traffic volume is approximately 1,200 vehicles between Sunnyside Avenue and Sorauren Avenue, and approximately 850 vehicles between Sorauren Avenue and MacDonell Avenue;
- 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; and
- As part of the West Parkdale Cycling Connections project, an eastbound contraflow bike lane was added on the south side of the roadway to allow people cycling to travel in both directions.

Garden Avenue is characterized by the following conditions:

- It is a one-lane, east-west, local roadway ;
- It operates one-way, eastbound vehicular traffic on a pavement width of approximately 6.7 metres;

- The daily one-way traffic volume is approximately 800 vehicles between Sunnyside Avenue and Roncesvalles Avenue and approximately 550 vehicles between Sorauren Avenue and MacDonell Avenue;
- The speed limit is 30 km/h;
- Heavy trucks are prohibited at all times;
- There is no Toronto Transit Commission (TTC) service provided; and
- There are sidewalks located on both sides of the street.

Glendale Avenue is characterized by the following conditions:

- It is a one-lane, north-south, local roadway;
- It operates two-way vehicular traffic on a pavement width of approximately 7 metres;
- The daily one-way traffic volume is approximately 800 vehicles;
- The speed limit is 30 km/h;
- Heavy trucks are prohibited at all times;
- There is no Toronto Transit Commission (TTC) service provided; and
- There are sidewalks located on both sides of the street.

O'Hara Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway;
- It operates two-way vehicular traffic on a pavement width of approximately 7.4 metres;
- The daily two-way traffic volume is approximately 1,150 vehicles;
- The speed limit is 30 km/h;
- Heavy trucks are prohibited at all times;
- There is no Toronto Transit Commission (TTC) service provided; and
- There are sidewalks located on both sides of the street.

The Laneway west of MacDonell Avenue and north of Garden Avenue operates two-way with unposted speed limit of 30 km/h and parking is prohibited at all times.

The land use in the area consists of detached and semi-detached residential dwellings interspersed with a few small commercial businesses. Both Garden Avenue and Galley Avenue between Sunnyside Avenue and Roncesvalles Avenue are a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps for each roadway are included as Attachments 2 through 6. The proposed locations of the speed bumps are shown in Attachment 7.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on each of the study roadways in spring 2024. The study results for the four local roadways - seven total blocks - are shown in Table 1. The study results include the 24-hour total vehicle volume, the block length, the operating speed or 85th percentile speed that represents the speed at which 85 percent of traffic is traveling at or below, and the 95th percentile speed that represents the speed at which 95% of the traffic is traveling at or below.

Table 1: Traffic Calming Study Results for Local Roadway Segments

Street	From	To	24-hour Total Vehicle Volume	Block Length (metres)	85th Percentile Speed (km/h)	95th Percentile Speed (km/h)
Galley Avenue	Sunnyside Avenue	Roncesvalles Avenue	1,199	180	38.1	42.3
Galley Avenue	Roncesvalles Avenue	Sorauren Avenue	1,189	432	39.3	44.1
Galley Avenue	Sorauren Avenue	MacDonell Avenue	871	254	39.9	44.9
Garden Avenue	Sunnyside Avenue	Roncesvalles Avenue	804	183	38.1	42.9
Garden Avenue	Sorauren Avenue	MacDonell Avenue	543	253	38.0	42.5
Glendale Avenue	Wright Avenue	Garden Avenue	822	253	41.9	46.7
O'Hara Avenue	Seaforth Avenue	Queen Street West	1,165	250	38.4	43.3

Based on the study results, the seven blocks identified in Table 1 have satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths are greater than 120 metres and the operating speed is at least eight km/h over the warranted speed of 30 km/h or 95th percentile speed at least 15 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 have been satisfied. Therefore, staff recommend the installation of speed humps on the following roadway segments in the West Parkdale neighbourhood:

- Galley Avenue between Sunnyside Avenue and MacDonell Avenue
- Garden Avenue between Sunnyside Avenue and Roncesvalles Avenue
- Garden Avenue between Sorauren Avenue and MacDonell Avenue
- Glendale Avenue between Wright Avenue and Garden Avenue
- O'Hara Avenue between Seaforth Avenue and Queen Street West

City Council has established eligibility guidelines for the installation of speed bumps in public laneways based on the following criteria:

- traffic volume (minimum 100 vehicles per day);
- vehicular speed (85th percentile of 20 km/h or greater); and
- frequency of pedestrian use (not numerically quantified).

Laneways meeting one or more of the above three criteria are eligible for the installation of speed bumps.

A site investigation and volume/speed survey conducted in April 2024 by Transportation Services for the Laneway west of MacDonell Avenue and north of Garden Avenue determined the following:

- traffic volume was approximately 79 vehicles per day;
- 85th percentile speed was 18.3 km/h; and
- moderate pedestrian use was observed.

As the subject laneway has moderate pedestrian use, staff have determined it meets the installation criteria, and thus the installation of speed bumps is recommended.

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; and
- Expected presence of vulnerable road users (elderly population, 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. Table 2 below shows the Prioritization Score for each of the four roadways where speed humps are recommended. Of note, the Prioritization Score for Galley Avenue between Sunnyside Avenue and MacDonell Avenue is shown as an average between the three blocks, with the range of scores also provided.

The Prioritization Score does not apply to speed bumps, which will be installed in the order in which they are approved by Community Council.

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.

Table 2: Prioritization Score for Local Roadway Segments

Street	From	To	Quantitative Score (X/100)	Qualitative Score (X/100)	Final Prioritization Score (X/100)
Galley Avenue	Sunnyside Avenue	MacDonell Avenue	13 (11-16)	18 (12-25)	15 (14-18)
Garden Avenue	Sunnyside Avenue	Roncesvalles Avenue	6	25	16
Garden Avenue	Sorauren Avenue	MacDonell Avenue	5	0	3
Glendale Avenue	Wright Avenue	Garden Avenue	30	0	15
O'Hara Avenue	Seaforth Avenue	Queen Street West	11	52	32

Consultation with emergency services (Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of this proposal.

Toronto Fire Services responded and advised they do not support the installation of speed humps as it may negatively impact their service delivery. While Toronto Fire Services is supportive of initiatives that improve safety for all citizens of and visitors to the City of Toronto, their recommendation is to consider and evaluate non-physical measures that do not impose a physical obstacle to emergency vehicles as 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. A copy of their full response is included in Attachment 8.

Toronto Paramedic Services responded and advised that the installation of speed humps within the West Parkdale Community will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the proposed roads for traffic calming serves access to other roadways. The installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed, but Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens of, and visitors to, the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and they endeavour to support the wishes of the community to implement measures to improve upon these components.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrants Summaries
Attachment 2: Speed Hump Locations Plan - Galley Avenue between Sunnyside and MacDonell Avenue
Attachment 3: Speed Hump Locations Plan - Garden Avenue between Sunnyside Avenue and Roncesvalles Avenue
Attachment 4: Speed Hump Locations Plan - Garden Avenue between Sorauren Avenue and MacDonell Avenue
Attachment 5: Speed Hump Locations Plan - Glendale Avenue between Wright Avenue and Garden Avenue
Attachment 6: Speed Hump Locations Plan - O'Hara Avenue between Seaforth Avenue and Queen Street West
Attachment 7: Speed Bump Locations Plan - Laneway West of MacDonell Avenue and North of Garden Avenue
Attachment 8: Letters from Toronto Fire Services, dated October 3, 2024
Attachment 9: Letter from Toronto Paramedic Services, dated October 10, 2024

Attachment 1: Traffic Calming Warrants Summary

Galley Avenue between Sunnyside Avenue and Roncesvalles 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
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
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 (38.1 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (42.3 km/h)

Galley Avenue between Roncesvalles Avenue and Sorauren 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
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
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 (432 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (39.3 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (44.1 km/h)

Galley Avenue between Sorauren Avenue and MacDonell 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
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
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 (254 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (39.9 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (44.9 km/h)

Garden Avenue between Sunnyside Avenue and Roncesvalles 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
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
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 (183 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (38.1 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (42.9 km/h)

Garden Avenue between Sorauren Avenue and MacDonell 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
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
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 (253 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (38.0 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (42.5 km/h)

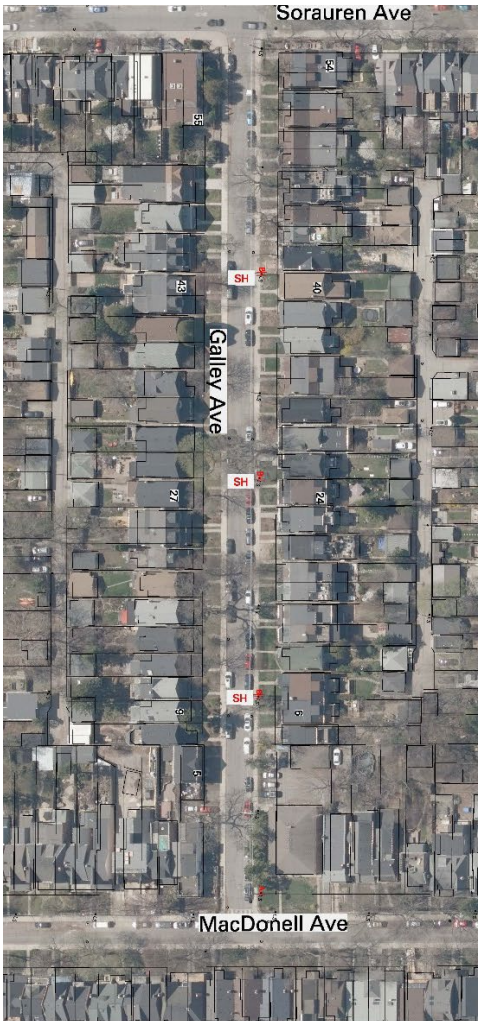
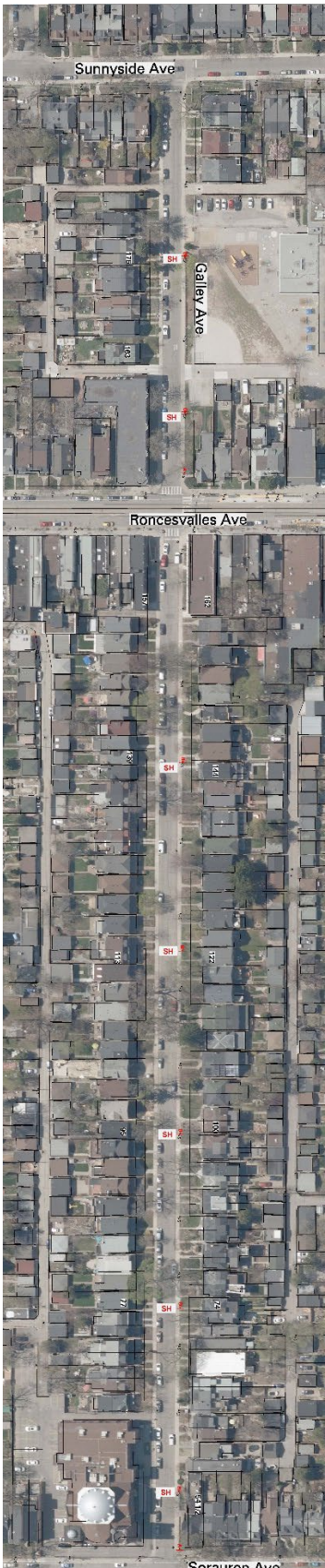
Glendale Avenue between Wright Avenue and Garden Avenue


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
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
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 (253 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (41.9 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (46.7 km/h)

O'Hara Avenue between Seaforth Avenue and Queen Street West

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	Yes
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 (250 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (38.4 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (43.3 km/h)

Attachment 2: Speed Hump Locations Plan - Galley Avenue between Sunnyside and MacDonell Avenue





SH

PROPOSED SPEED HUMP

A

TRAFFIC CALMING

B

TRAFFIC CALMING

11

TRANSFORMATION SERVICES

2010-2011

SPEED HUMP LOCATIONS PLAN

GALLEY AVE

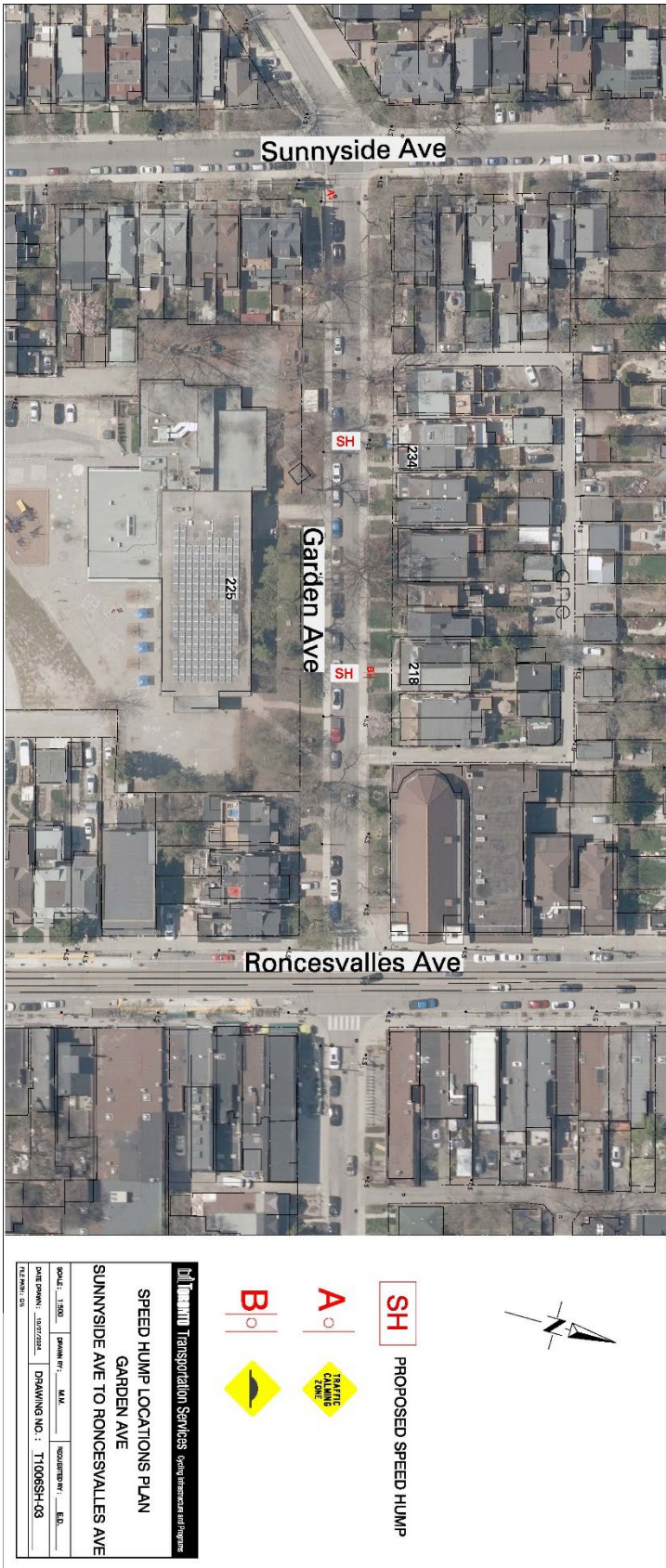
SUNNYSIDE AVE TO MACDONELL AVE

DATE: 1/20/2011

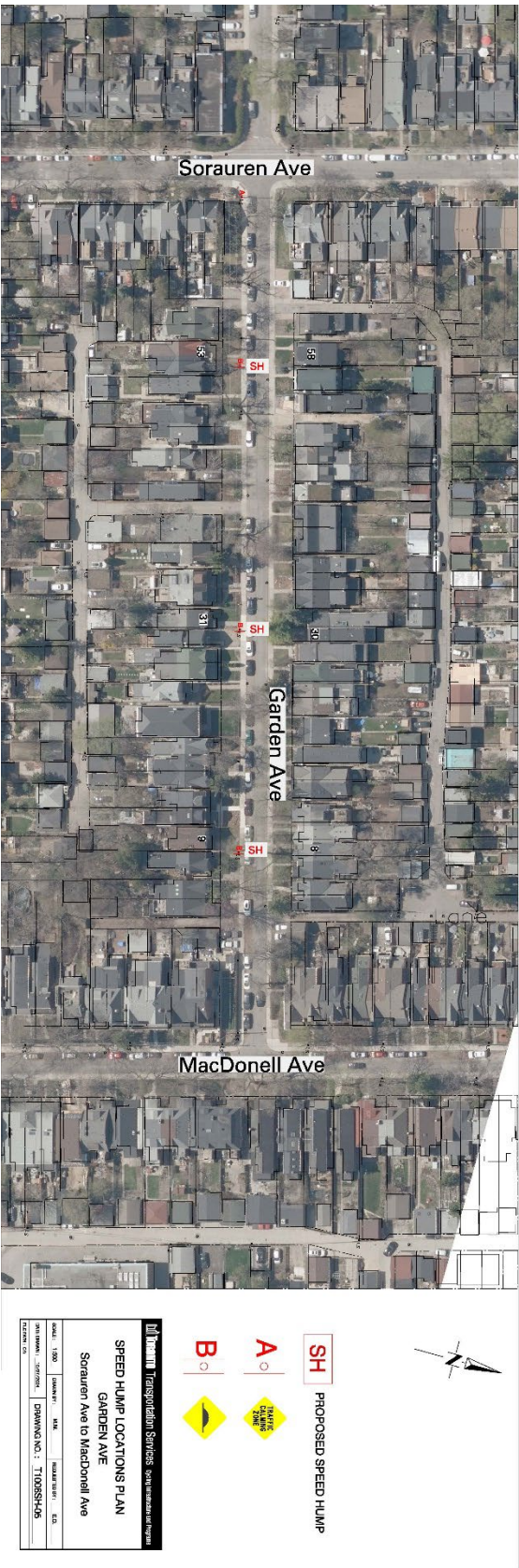
DESIGNER: J. T. TROTT

DRAWING NO.: T10083-122

Attachment 3: Speed Hump Locations Plan - Garden Avenue between Sunnyside Avenue and Roncesvalles Avenue



Attachment 4: Speed Hump Locations Plan - Garden Avenue between Sorauren Avenue and MacDonell Avenue



An aerial photograph of a residential neighborhood in Chicago, overlaid with a black grid representing property lines. The map is oriented vertically. At the top, a street labeled "Garden Ave" runs diagonally from the top-left towards the center. A vertical street, "Glendale Ave", runs through the middle of the map. At the bottom, a horizontal street is labeled "Wright Ave". Numerous lot numbers are visible on the properties, including 260, 127, 143, 171, 179, 253 on the left side of Glendale Ave; and 202, 82, 100, 114, 134, 150 on the right side. Red "SH" markers are placed along Glendale Ave. A red arrow points to a lot at the intersection of Garden Ave and Glendale Ave.



Queen St W

O'Hara Pl

15

16

28

27

Maple Grove Ave

O'Hara Ave

Margaret Ln

Seaforth Ave

47

52

SH

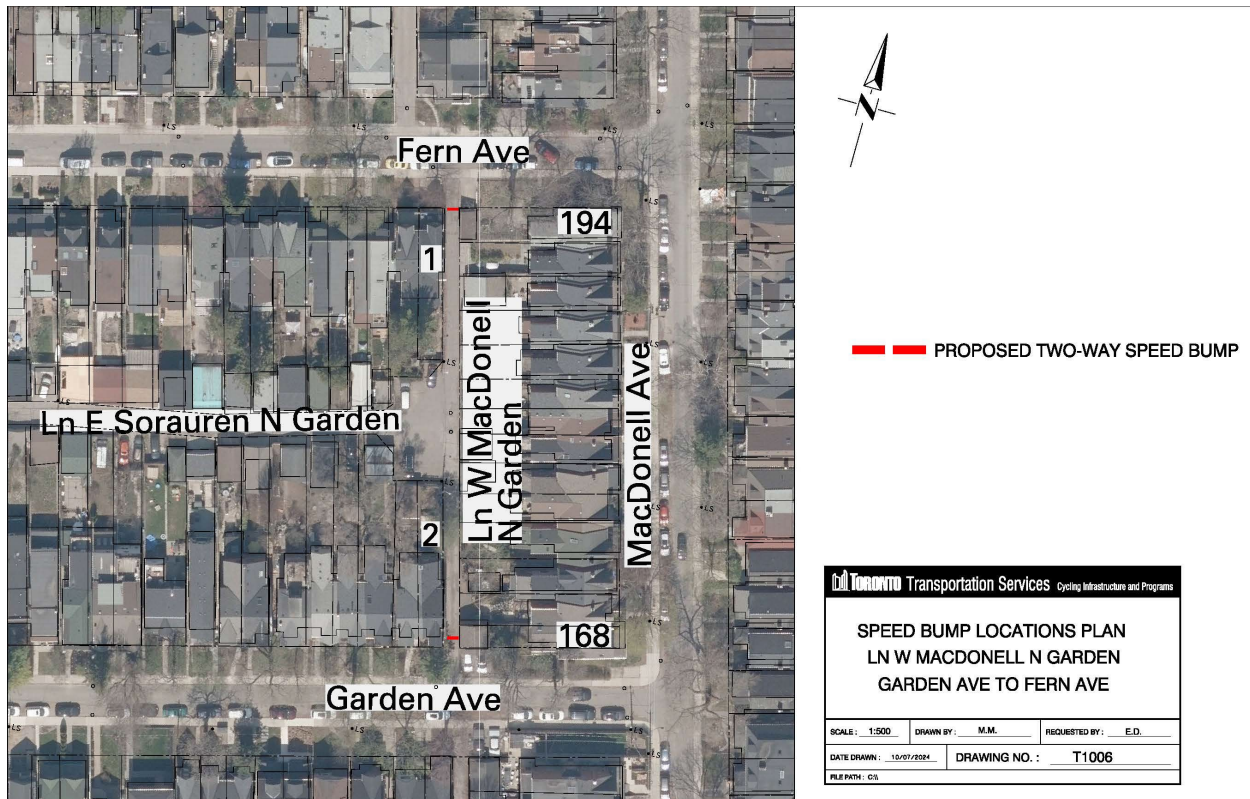
SH

SH

SH



Attachment 7: Speed Bump Locations Plan - Laneway West of MacDonell Avenue and North of Garden Avenue



Attachment 8: Letters from Toronto Fire Services, dated October 3, 2024



Matthew Fogg
Fire Chief and General Manager

Paul Raffie
Deputy City Manager
Community & Social Services

Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Email: OfficeTheFireChief@toronto.ca

October 3, 2024

Emily Dalphy
Senior Project Manager, Cycling & Pedestrian Projects
Planning, Design & Management (PDM), Transportation Services

RE: Galley Avenue between Sunnyside Avenue and MacDonell Avenue Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on **Galley Avenue between Sunnyside Avenue and MacDonell 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.

Regards,

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



Paul Ruffie
Deputy City Manager
Community & Social Services

Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Email: OfficeOfTheFireChief@toronto.ca

October 3, 2024

Emily Dalphy
Senior Project Manager, Cycling & Pedestrian Projects
Planning, Design & Management (PDM), Transportation Services

RE: Garden Avenue between Sunnyside Avenue and Roncesvalles Avenue Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on **Garden Avenue between Sunnyside Avenue and Roncesvalles 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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October 3, 2024

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Senior Project Manager, Cycling & Pedestrian Projects
Planning, Design & Management (PDM), Transportation Services

**RE: Garden Avenue between Sorauren Avenue and MacDonell Avenue Speed Hump
Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on **Garden Avenue between Sorauren Avenue and MacDonell 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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Regards,

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Fire Services
4330 Dufferin Street
Toronto, Ontario M3H 5R9

Email: OfficeOfTheFireChief@toronto.ca

October 3, 2024

Emily Dalphy
Senior Project Manager, Cycling & Pedestrian Projects
Planning, Design & Management (PDM), Transportation Services

**RE: Glendale Avenue between Wright Avenue and Garden Avenue Speed Hump
Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on **Glendale Avenue between Wright Avenue and Garden 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.

Regards,

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

Paul Ruffie
Deputy City Manager
Community & Social Services

Fire Services
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Toronto, Ontario M3H 5R9

Email: Office@theFireChief@toronto.ca

October 3, 2024

Emily Dalphy
Senior Project Manager, Cycling & Pedestrian Projects
Planning, Design & Management (PDM), Transportation Services

**RE: O'Hara Avenue between Seaforth Avenue and Queen Street West Speed Hump
Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on **O'Hara Avenue between Seaforth Avenue and Queen Street 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.

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

Attachment 9: Letter from Toronto Paramedic Services, dated October 10, 2024

Emily Dalphy

From: EMS Planning
Sent: October 7, 2024 12:07 PM
To: Emily Dalphy
Cc: Atif Sharif; Jennifer Chung; EMS Planning; EMS Planning
Subject: Traffic Calming - W Parkdale Neighbourhood

We have received and reviewed the proposal for installation of speed humps within the West Parkdale Community, with the following comments:

The installation of speed humps within the West Parkdale Community will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the proposed roads for traffic calming 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.