

Traffic Calming (Speed Humps) - Parkside Drive Study

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.

This report recommends the installation of speed humps on five streets adjacent to the Parkside Drive Study area in Ward 4. Staff's assessment indicates that the criteria as set out in the updated Traffic Calming Policy have been satisfied and speed humps would support enhanced safety, are desired by the local community and are technically feasible to implement.

Therefore, staff recommend that speed humps be installed on the following streets:

- Indian Road between Grenadier Road and Geoffrey Street
- High Park Boulevard between Parkside Drive and Indian Road
- Ridout Street between Parkside Drive and Indian Road
- Geoffrey Street between Parkside Drive and Indian Road
- Wright Avenue between Parkside Drive and Sunnyside Avenue

Transportation Services also reviewed the need for speed humps on Indian Road between Bloor Street West and Grenadier Road, and between Geoffrey Street and Garden Avenue. The assessment indicates the warrant criteria as set out in the updated Traffic Calming Policy has not been satisfied. Staff recommend that the warrant criteria be reevaluated at a future time, should there be a change in traffic patterns in the area.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the installation of traffic calming (speed humps) and direct the City Solicitor to prepare a by-law to alter sections of the roadway to install:

- a. One speed hump on Indian Road between Grenadier Road and Geoffrey Street for traffic calming purposes, generally as shown on Attachment 1, dated September 2024, to the report (October 7, 2024), from the Director, Planning, Design and Management, Transportation Services;
- b. Four speed humps on High Park Boulevard between Parkside Drive and Indian Road for traffic calming purposes, generally as shown on Attachment 2, dated September 2024, to the report (October 7, 2024), from the Director, Planning, Design and Management, Transportation Services;
- c. Four speed humps on Ridout Street between Parkside Drive and Indian Road for traffic calming purposes, generally as shown on Attachment 3, dated September 2024, to the report (October 7, 2024), from the Director, Planning, Design and Management, Transportation Services;
- d. Four speed humps on Geoffrey Street between Parkside Drive and Indian Road for traffic calming purposes, generally as shown on Attachment X, dated September 2024, to the report (October 7, 2024), from the Director, Planning, Design and Management, Transportation Services;
- e. Five speed humps on Wright Avenue between Parkside Drive and Sunnyside Avenue for traffic calming purposes, generally as shown on Attachment 5, dated September 2024, to the report (October 7, 2024), from the Director, Planning, Design and Management, Transportation Services;

2. Toronto and East York Community Council request the General Manager, Transportation Services re-evaluate the warrant criteria for traffic calming (speed humps) on Indian Road between Bloor Street West and Grenadier Road, and between Geoffrey Street and Garden Avenue should there be a change in traffic patterns in the area.

FINANCIAL IMPACT

The estimated cost for installing eighteen speed humps on the streets listed in this report is \$72,000.

The estimated cost by street is as follows:

- \$4,000 for one speed hump on Indian Road between Grenadier Road and Geoffrey Street
- \$16,000 for four speed humps on High Park Boulevard between Parkside Drive and Indian Road
- \$16,000 for four speed humps on Ridout Street between Parkside Drive and Indian Road
- \$16,000 for four speed humps on Geoffrey Street between Parkside Drive and Indian Road

- \$20,000 for five speed humps on Wright Avenue between Parkside Drive and Sunnyside Avenue

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

DECISION HISTORY

On June 26, 2024 City Council adopted Item IE14.3 - Cycling Network Plan Update (2025-2027) with amendments. This report endorsed, in principle, the bikeway projects in the Near-Term Implementation Program (2025-2027) which included a bikeway on Parkside Drive between Bloor Street West and Lake Shore Boulevard West.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.3>

On June 28, 2023 Infrastructure and Environment Committee adopted Item IE5.4 - Parkside Drive Study update for information. This report described the conditions of the roadway, recent and planned changes, and next steps for the study.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE5.4>

On May 9, 10 and 11, 2023 City Council adopted item IE3.7 High Park Movement Strategy - Final Report. This report described the preferred strategy for travel network improvements in High Park and next steps for implementation.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE3.7>

On July 19, 20, 21 and 22, 2022 City Council adopted item TE34.142 Pedestrian Crossing Protection and Parking amendments - Parkside Drive, Approximately 100 metres south of Spring Road (High Park Trail). This report authorized the installation of traffic control signals on Parkside Drive at High Park Trail and parking amendments to permit pay and display parking.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.TE34.142>

On May 25, 2022, the Infrastructure and Environment Committee received Item IE30.16 Interim Report for the High Park Movement Strategy. This report provided an update on the High Park Movement Strategy and Parkside Drive Study, summarized early engagement efforts and commented on next steps in developing strategy options.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE30.16>

On November 9, 10 and 12, 2021 City Council adopted item MM37.1 Parkside Drive Safety Measures, directing staff to implement a number of traffic safety measures on Parkside Drive and to include the development of a redesign of Parkside Drive as part of the High Park Movement Strategy public consultations.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.1>

On July 14, 15, and 16, 2021 City Council adopted item TE.26.88 Removal of the Rush Hour Parking Prohibition on the East Side of Parkside Drive and rescinded parking prohibitions from 4:00 p.m. to 6:00 p.m.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.TE26.88>

COMMENTS

The Parkside Drive Study assessed the feasibility of design changes that could improve safety and mobility along the corridor. In the last ten years there were seven collisions that resulted in five serious injuries and three fatalities on Parkside Drive. All seven collisions involved vulnerable road users. The Parkside Drive Study builds on community advocacy for improved road safety and supports the City's Vision Zero Road Safety Plan efforts to take action to prevent serious injuries and fatalities on our streets. Staff recommendations from the Parkside Drive Study are expected to be considered at a future meeting of the Infrastructure and Environment Committee.

Throughout the public consultation activities for the Parkside Drive Study, nearby residents raised concerns about the existing travel speeds of motorists on neighbourhood streets, and potential changes to motor vehicle traffic patterns associated with a future complete street redesign of Parkside Drive. Staff received several requests to investigate the feasibility of installing speed humps in the neighbourhoods directly east of Parkside Drive.

The existing conditions and study results for the five streets recommended for speed humps in this report are listed individually below.

Existing Conditions

Indian Road

Indian Road is characterized by the following conditions:

- It is a two-lane, north-south, roadway;
- It is a collector roadway between Bloor Street West and Howard Park Avenue, and a local roadway between Howard Park Avenue and the terminus south of Merrick Street;
- It operates two-way traffic on a pavement width of approximately 7.3 metres;
- The daily two-way traffic volume ranges between 880 and 2,270 vehicles per day;
- 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
- It is located within proximity to Howard Junior Public School, Garden Avenue Junior Public School and St Joseph's Health Centre.

The land use in the area consists of detached and semi-detached residential dwellings, schools and a hospital. Indian Road is not within designated Community Safety Zone, but is close to community destinations.

Ridout Street

Ridout 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 approximately 7.3 metres;

- The daily two-way traffic volume is approximately 1117 vehicles per day;
- The speed limit is 30 km/h;
- Heavy trucks are prohibited at all times;
- There is no Toronto Transit Commission (TTC) service; and
- There are sidewalks located on both sides of the street.

The land use in the area consists of detached and semi-detached residential dwellings. Ridout Street is not within designated Community Safety Zone.

Geoffrey Street

Geoffrey Street is characterized by the following conditions:

- It is a one-lane, east-west, local roadway;
- It operates one-way, westbound traffic movements on a pavement width of approximately 7.3 metres;
- The daily one-way traffic volume is approximately 995 vehicles per day;
- 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
- There is a traffic signal located at the Geoffrey Street and Parkside Drive intersection.

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

High Park Boulevard

High Park Boulevard is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway;
- It operates two-way traffic on a pavement width of approximately 9.8 metres;
- The daily one-way traffic volume is approximately 3,849 vehicles per day;
- 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
- High Park Boulevard provides multi-modal access to High Park and is the main motor vehicle access point to High Park.

The land use in the area consists of detached, semi-detached, and multi-unit residential dwellings. High Park Boulevard Street is not within designated Community Safety Zone.

Wright Avenue

Wright Avenue is characterized by the following conditions:

- It is a one-lane, east-west, local roadway;
- It operates one-way, eastbound traffic movements on a pavement width of approximately 6.4 metres;

- The daily one-way traffic volume is approximately 1,668 vehicles per day;
- 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 land use in the area consists of detached and semi-detached residential dwellings. Wright Avenue is not within designated Community Safety Zone.

Traffic Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted in the neighbourhoods adjacent to the Parkside Drive Study area in 2022, 2023 and 2024. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by City Council. The results of the studies are summarized in Table 1.

Table 1: Neighbourhood Streets Speed and Volume Study Results

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Results	Warrant Requirement	Results	Warrant Requirement
Indian Road	Bloor Street West	South of Garden Avenue	1716-2270	30-39.2 km/h	38 km/h	34.4-43.1 km/h	45 km/h
Ridout Street	Parkside Drive	Indian Road	1117	41.6 km/h	38 km/h	44.6 km/h	45 km/h
Geoffrey Street	Parkside Drive	Indian Road	995	42.1 km/h	38 km/h	46.8 km/h	45 km/h
High Park Boulevard	Parkside Drive	Indian Road	3849	41.1 km/h	38 km/h	44.6 km/h	45 km/h
Wright Avenue	Parkside Drive	Indian Road	1668	39.4 km/hr	38 km/h	43.9 km/h	45 km/h

Based on the results of the motor vehicle speed and volume studies, Ridout Street, Geoffrey Street, High Park Boulevard, Wright Avenue and Indian Road between Grenadier Road and Geoffrey Street satisfy the warrant criteria for both the minimum block length and minimum vehicle speed. Where the warrant criteria are met, the block lengths are greater than 120 metres and the operating speeds meet or exceed the 85th percentile warranted speed of 38km/h.

The warrant criteria are not met on Indian Road between Bloor Street West and Grenadier Road and between Geoffrey Street and Garden Avenue. Based on the study results, the overall warrant for traffic calming was not met because the speeds were lower than the warranted speed limits. In addition, for some short segments of Indian Road, the road grade is too steep for implementation of speed humps, for example, between Bloor Street West and the Lane South Bloor West Indian Road.

At this time staff recommend the installation of speed humps on Geoffrey Street, High Park Boulevard, Wright Avenue and Indian Road between Grenadier Road and Geoffrey Street. Staff do not recommend speed humps on the remaining segments of Indian Road at this time since the warrant criteria have not been satisfied, and the operating speeds are lower than the 38km/hr and 45km/hr requirements. Staff recommend that it be re-evaluated in the future should there be a change in traffic patterns in the area.

Maps of the proposed locations of the speed humps are included in Attachments 1-5.

Public Consultation

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

Public consultation was a key element of the Parkside Drive Study and engagement with area residents was facilitated through a two-phased consultation process. In the first phase of consultation, area residents shared their concerns and priorities for the Parkside Drive corridor. In the second phase, staff shared a proposal for a redesign of Parkside Drive to improve road safety conditions. In both phases of consultations, residents identified neighbourhood streets where speeding is observed and requested traffic calming and road safety changes on roadways east of Parkside Drive.

Feedback collected through the in-person drop-in event, online survey, emails and phone calls to the project team indicated strong support for neighbourhood improvements and traffic calming. Some participants were concerned that the Parkside Drive Study project boundary did not include neighbourhood streets and expressed a desire for road changes in the adjacent neighbourhoods. Some participants were concerned about potential traffic infiltration into the neighbourhood and made requests for changes to discourage high motor vehicle volumes. Participants who expressed support for speed humps felt that they would effectively address issues of speeding, discourage cut-through traffic on local roads and improve neighbourhood safety.

Indian Road received the highest volume of requests for traffic calming. It is a north-south roadway directly east of Parkside Drive, providing a direct connection between Bloor Street West and its southern terminus south of Merrick Street. Nearby residents expressed concerns that lane reallocations on Parkside Drive would encourage higher

motor vehicle volumes on Indian Road and undesirable behaviours like speeding and poor stop compliance.

The full public consultation report is available on the [Parkside Drive Study website](#).

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (seniors, school children, people cycling and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score, ranking points out of a possible 100. The Prioritization Scores are displayed in Table 2.

Table 2: Prioritization Scores for Neighbourhood Streets

Roadway	From	To	Prioritization Score
Indian Road	Bloor Street West	South of Garden Avenue	10-18*
Ridout Street	Parkside Drive	Indian Road	24
Geoffrey Street	Parkside Drive	Indian Road	28
High Park Boulevard	Parkside Drive	Indian Road	26
Wright Avenue	Parkside Drive	Indian Road	16

*Score range is due to block-by-block variations in proximity to School and Community Safety Zones.

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. The proposed locations of speed humps take into consideration the road grade and will not be installed on road segments with grades 8 percent or higher.

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 is supportive of initiatives that improve safety for all citizens of and visitors to the City of Toronto. Toronto Fire Services responded and advised that they do not support the proposed speed hump installations as they 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. They advised that 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. Copies of their full responses are included in Attachment 6.

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. Toronto Paramedic Services responded and advised that all proposed roadways appear to be feeder streets providing access to several other residential roadways. Traffic calming measures will potentially impact response times for residents that reside on the proposed roadways in addition to other community members to which the roadways serve access to. They noted that the installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed.

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

CONTACT

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SIGNATURE

Jacquelyn Hayward

ATTACHMENTS

Attachment 1: Speed Hump Locations Plan - Indian Road from Grenadier Road to Geoffrey Street

Attachment 2: Speed Hump Locations Plan - High Park Boulevard from Parkside Drive to Indian Road

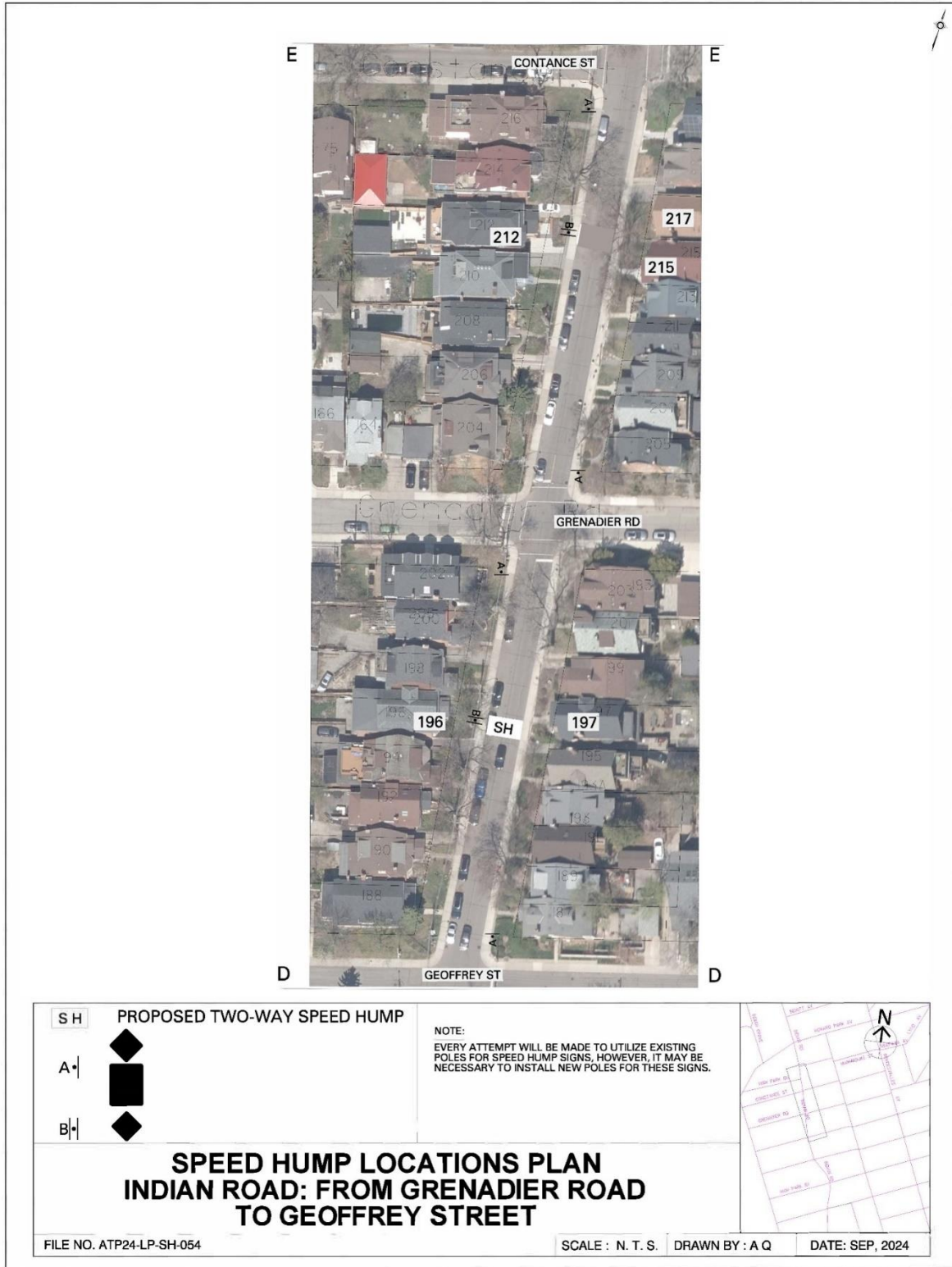
Attachment 3: Speed Hump Locations Plan - Ridout Street from Parkside Drive to Indian Road

Attachment 4: Speed Hump Locations Plan - Ridout Street from Parkside Drive to Indian Road

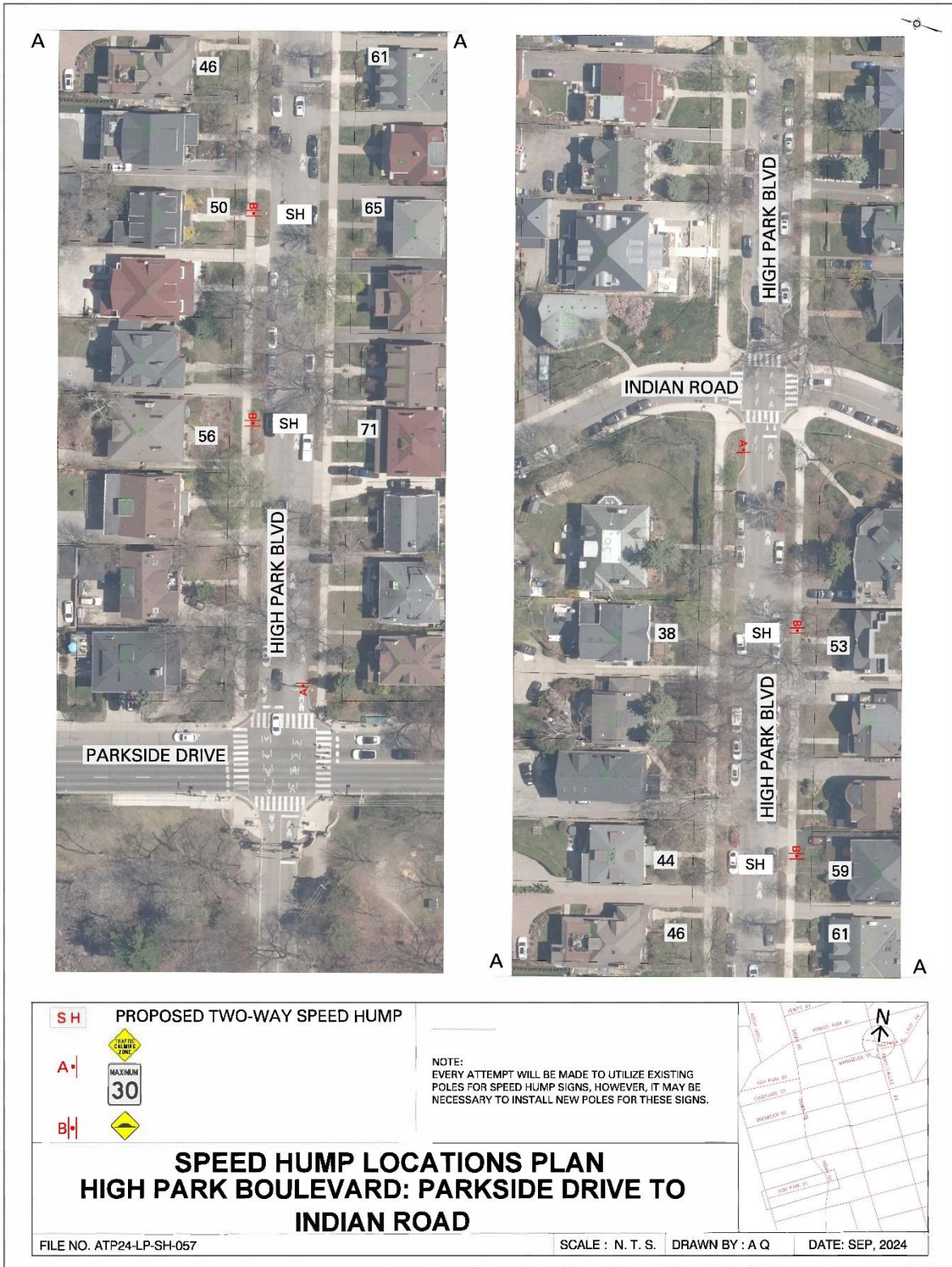
Attachment 5: Speed Hump Locations Plan - Wright Avenue from Parkside Drive to Sunnyside Avenue

Attachment 6: Letters from Toronto Fire Services, dated September 23, 2024

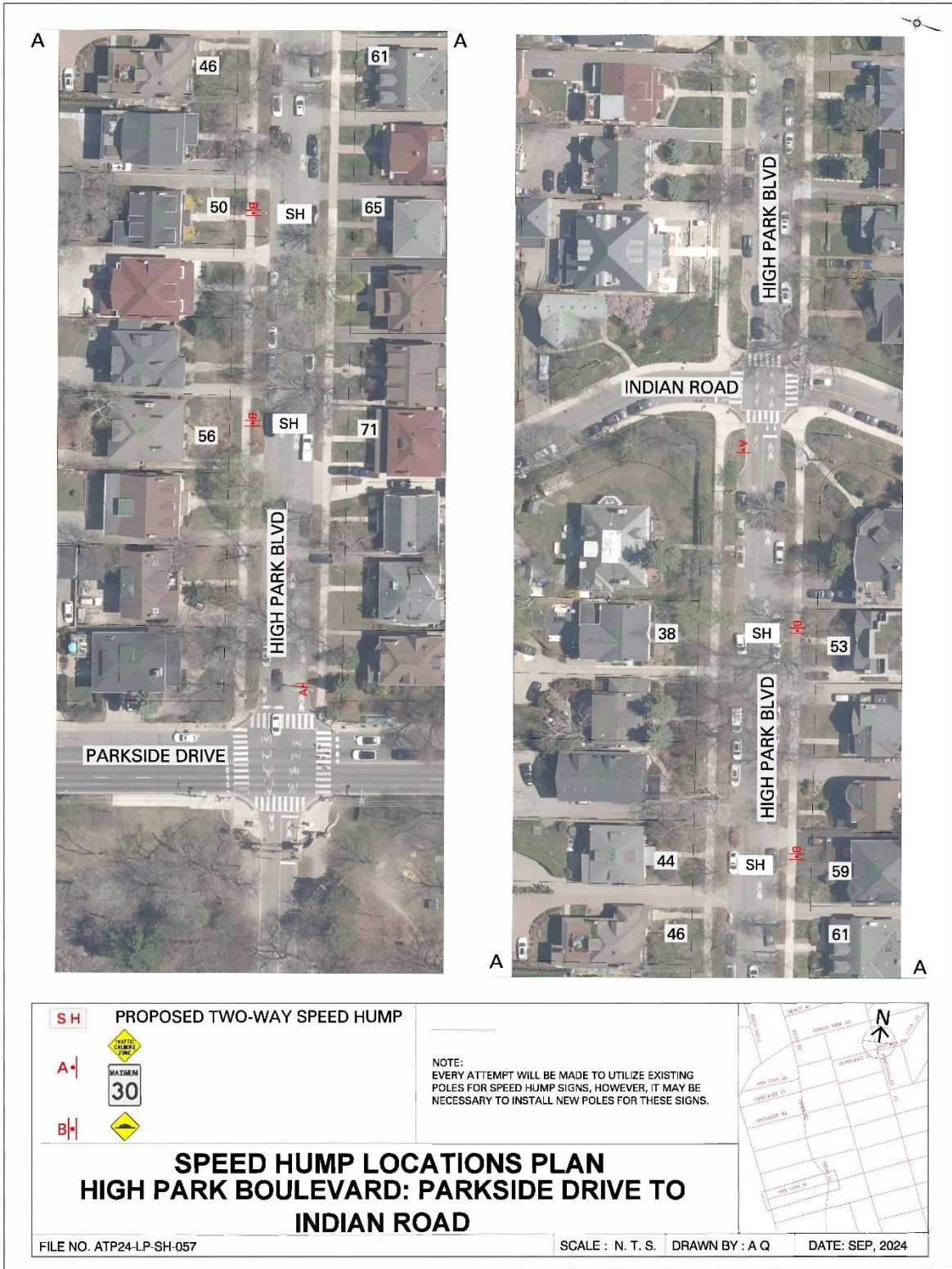
Attachment 1: Speed Hump Locations Plan - Indian Road from Grenadier Road to Geoffrey Street



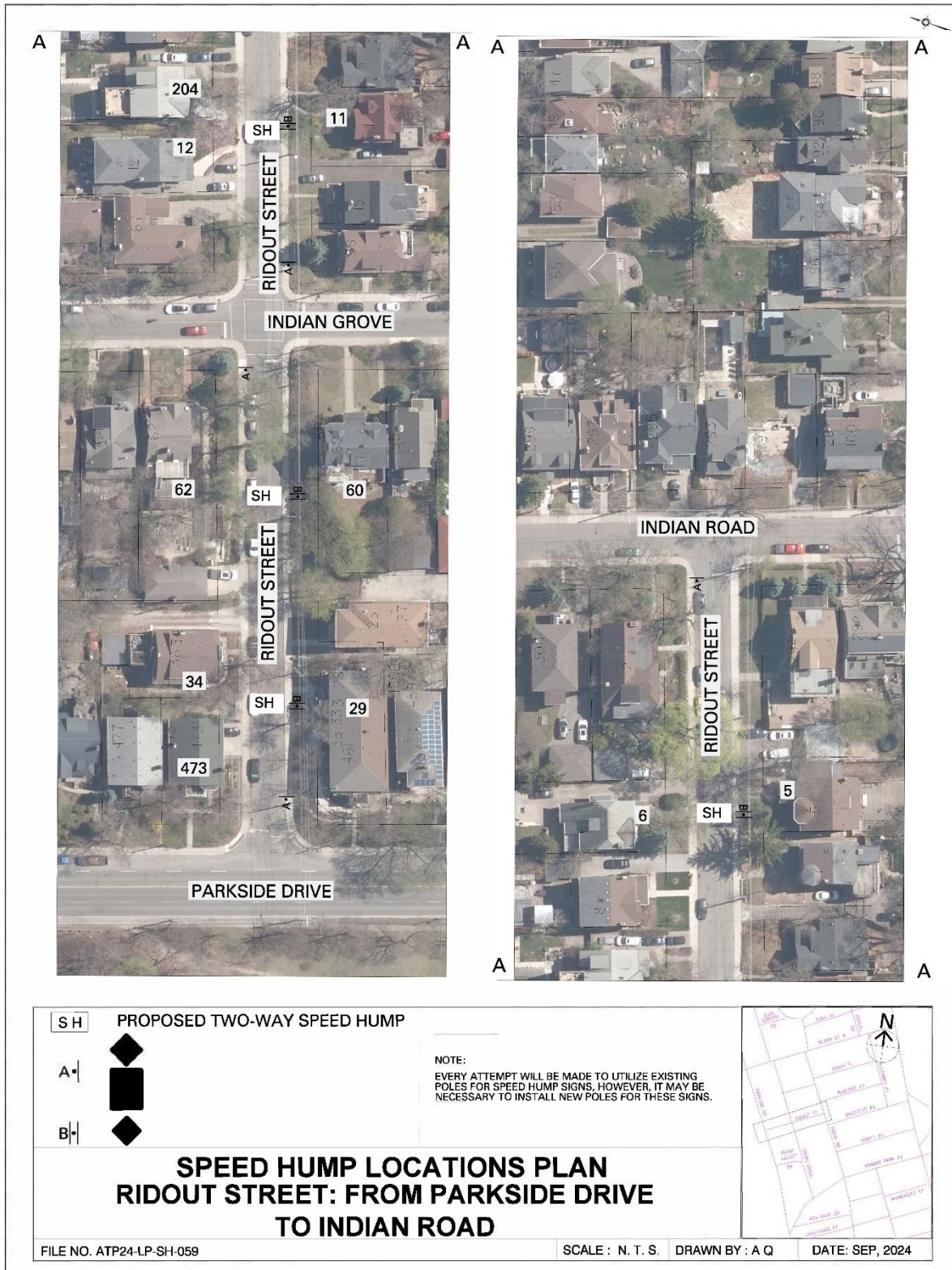
Attachment 2: Speed Hump Locations Plan - High Park Boulevard from Parkside Drive to Indian Road



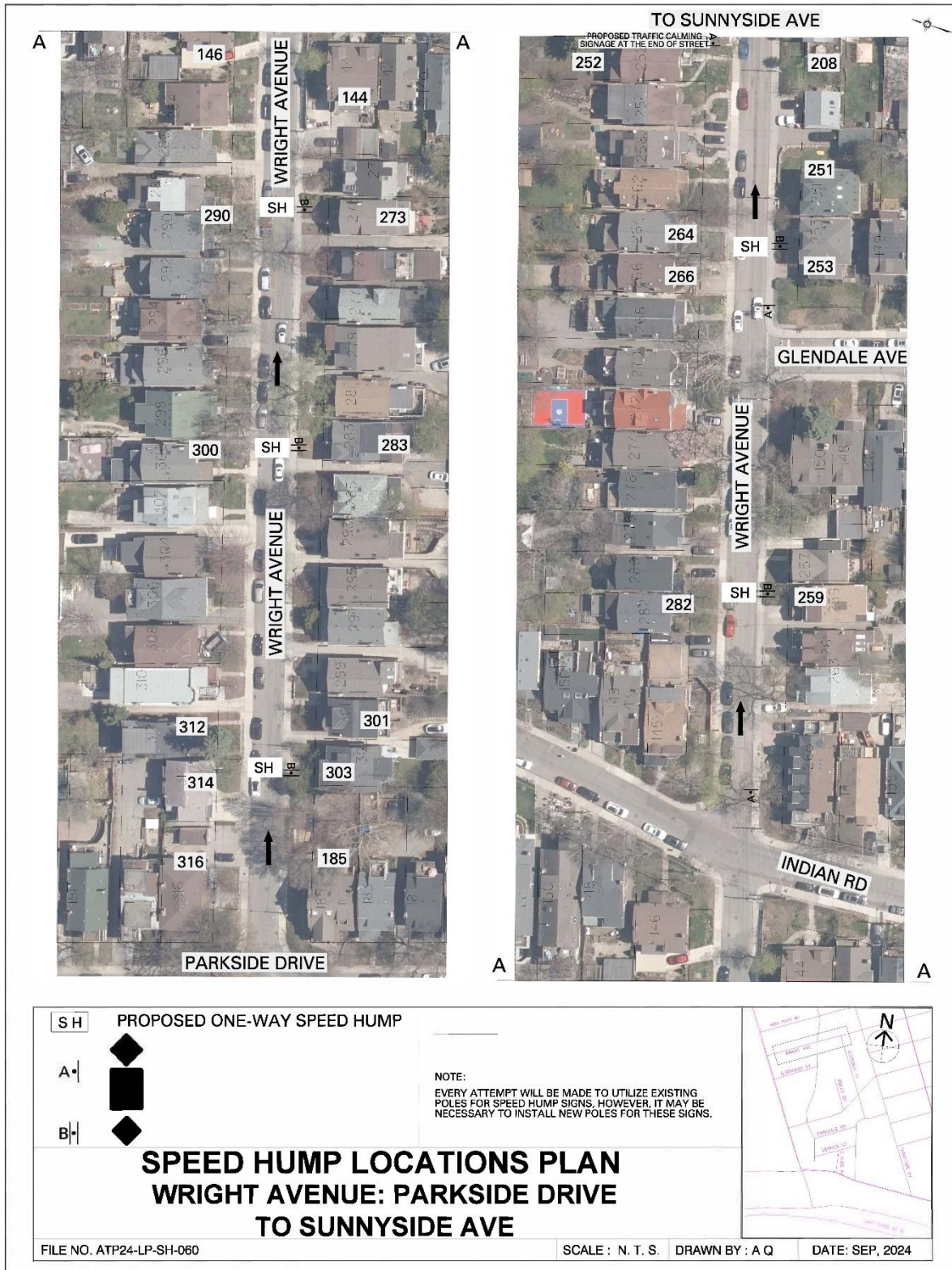
Attachment 3: Speed Hump Locations Plan - High Park Boulevard from Parkside Drive to Indian Road



Attachment 4: Speed Hump Locations Plan - Ridout Street from Parkside Drive to Indian Road



Attachment 5: Speed Hump Locations Plan - Wright Avenue from Parkside Drive to Sunnyside Avenue



Attachment 6: Letters from Toronto Fire Services, dated September 23, 2024



Matthew Pegg
Fire Chief and General Manager

Paul Ruffie
Deputy City Manager
Community & Social Services

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4330 Dufferin Street
Toronto, Ontario M3H 5R9

Email: OfficeOfTheFireChief@toronto.ca

September 23, 2024

Alyssa Krantzberg
Manager, Trans. Permits & Enforcement
Transportation Services

RE: Geoffrey Street between Parkside Drive and Indian Road, Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on **Geoffrey Street between Parkside Drive and Indian Road** and provide the following comments.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

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

Regards,

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



Paul Raffie
Deputy City Manager
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September 23, 2024

Alyssa Krantzberg
Manager, Trans. Permits & Enforcement
Transportation Services

**RE: High Park Boulevard between Parkside Drive and Indian Road, Speed Hump
Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on **High Park Boulevard between Parkside Drive and Indian Road** and provide the following comments.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

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September 23, 2024

Alyssa Krantzberg
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Transportation Services

**RE: Indian Road between Bloor Street West 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 **Indian Road between Bloor Street West 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.

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September 23, 2024

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RE: Ridout Street between Parkside Drive and Indian Road, Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on **Ridout Street between Parkside Drive and Indian Road** and provide the following comments.

Toronto Fire Services does not support this proposed speed hump installation as it may negatively impact service delivery. The physical restrictions imposed by speed humps have a greater impact on fire vehicles. Response time increases with every obstacle encountered responding to any emergency incident and the cumulative impact of several speed humps can increase responses times.

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September 23, 2024

Alyssa Krantzberg
Manager, Trans. Permits & Enforcement
Transportation Services

RE: Wright Avenue between Parkside Drive and Sunnyside Avenue, Speed Hump Investigative Summary

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