TORONTO

REPORT FOR ACTION

Elms-Old Rexdale Neighbourhood Streets Plan

Date: May 16, 2025
To: Etobicoke York Community Council
From: Director, Planning, Design and Management, Transportation Services
Wards: Ward 1, Etobicoke North

SUMMARY

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

The purpose of this report is to conclude the Elms-Old Rexdale Neighbourhood Streets Plan (NSP) and enable staff to proceed to the implementation phase. The Elms-Old Rexdale NSP study encompassed an assessment of existing conditions in the study area, analyses to determine appropriate changes to the streets and a multi-staged engagement process with the public and community organizations.

This report summarizes the study findings and recommends road safety and traffic management changes for implementation in the Elms-Old Rexdale neighbourhood. Recommended changes include intersection safety improvements, traffic calming measures, all-way stop controls, new sidewalks, new and refreshed pavement markings, new signage and school crossing guard studies.

A summary of all proposed changes can be found in Table 4.

RECOMMENDATIONS

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

1. Etobicoke York Community Council authorize the installation of an all-way compulsory stop control at the intersection of Bergamot Avenue and Burrard Road.

2. Etobicoke York Community Council authorize the installation of an all-way compulsory stop control at the intersection of Allenby Avenue and Burrard Road.

3. Etobicoke York Community Council prohibit standing at all times on both sides of Chilcot Avenue, between Burrard Road and a point 30 metres west.

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

a. 10 speed humps on Allenby Avenue, between Islington Avenue and Hadrian Drive for traffic calming purposes, generally as shown on Attachment 2 to Attachment 4, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

b. 3 speed humps on Boniface Avenue, between Burrard Road and Chalfont Road for traffic calming purposes, generally as shown on Attachment 5, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

c. 4 speed humps on Chilcot Avenue, between Islington Avenue and Chalfont Road for traffic calming purposes, generally as shown on Attachment 6 and Attachment 7, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

d. 3 speed humps on Densmore Avenue, between Burrard Road and Chalfont Road for traffic calming purposes, generally as shown on Attachment 8, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

e. 8 speed humps on Hadrian Drive, between Burrard Road and Esmond Crescent for traffic calming purposes, generally as shown on Attachment 9 to Attachment 11, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

f. 8 speed humps on Burrard Road, between Allenby Avenue and Bergamot Avenue for traffic calming purposes, generally as shown on Attachment 12 and Attachment 13, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

g. 4 speed humps on Chalfont Road, between Hadrian Drive and Allenby Avenue for traffic calming purposes, generally as shown on Attachment 14 and Attachment 15, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

h. 7 speed humps on Golfdown Drive, between Islington Avenue and Albion Road for traffic calming purposes, generally as shown on Attachment 16 to Attachment 18, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

i. 6 speed humps on Irwin Road, between Islington Avenue and Albion Road for traffic calming purposes, generally as shown on Attachment 19 and Attachment 20, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

j. 9 speed humps on Shendale Drive, between Golfdown Drive and Albion Road for traffic calming purposes, generally as shown on Attachment 21 to Attachment 25, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

k. 3 speed humps on Norfield Crescent, between Holberg Street and Shendale Drive for traffic calming purposes, generally as shown on Attachment 26 and Attachment 27, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

l. 2 speed humps on Bergamot Avenue, between Burrard Road and Kilburn Place for traffic calming purposes, generally as shown on Attachment 28, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services;

m. 3 speed humps on Turpin Avenue, between Golfdown Drive and Irwin Drive for traffic calming purposes, generally as shown on Attachment 29 and Attachment 30, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services; and

n. 3 speed cushions on Elmhurst Drive, between Islington Avenue and Albion Road for traffic calming purposes, generally as shown on Attachment 31 and Attachment 32, dated February 2025, to the report dated May 16, 2025, from the Director, Planning, Design and Management, Transportation Services.

5. Subject to approval of part 4.n above, Etobicoke York Community Council reduce the speed limit from 40 km/h to 30 km/h on Elmhurst Drive, between Islington Avenue and Albion Road, in conjunction with the installation of speed cushions.

6. Subject to approval of Recommendation 5 above, Etobicoke York Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove Elmhurst Drive, between Islington Avenue and Albion Road, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

FINANCIAL IMPACT

The estimated cost for the installation of one-speed hump or speed cushion is $4,000; up to 73 speed humps or speed cushions are recommended, a total cost of $292,000, phased over multiple implementation years.

The estimated cost of installing all-way stop control signage is $2,000 per intersection. It is recommended to upgrade two intersections to an all-way stop control at a total combined cost of $4,000. Additionally, one of the intersections requires curb modifications (i.e. curb cuts and curb ramp installation) that are estimated to cost $25,000. Therefore, the total cost for two all-way stop control intersections and the associated civil work is $29,000.

Funding of $321,000 for the installation of 73 speed humps and cushions and two all-way stop control intersection upgrades is available, categorized as health and safety, in the approved 2025-2034 Capital Budget and Plan for Transportation Services.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

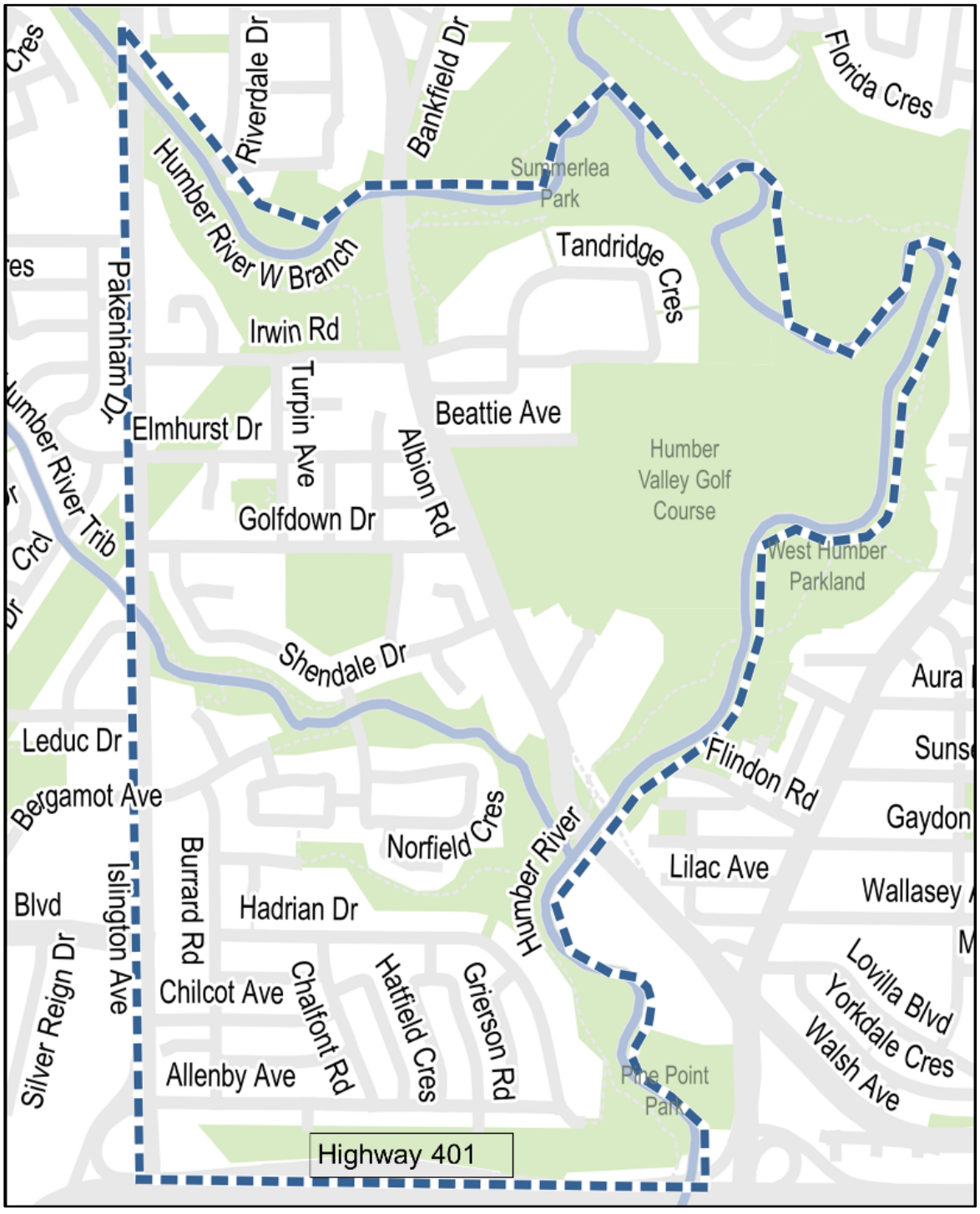
The Elms-Old Rexdale neighbourhood was nominated by the Ward 1 Councillor for a Neighbourhood Streets Plan (NSP). The NSP program has established an annual selection process to allocate the available resources for this service in a fair and transparent manner that considers equity, impact, alignment with planned roadwork, and community support. More information on the nomination and selection process can be found on the program webpage at toronto.ca/nsp.

Existing Conditions

Street Network Characteristics

The Elms-Old Rexdale neighbourhood is bounded by Islington Avenue to the west, Highway 401 to the south and Humber River to the north and east. There are two arterial roads in the neighbourhood: Islington Avenue and Albion Road. The road network within the neighbourhood also contains four collector roads (Elmhurst Drive, Bergamot Avenue, Arcot Boulevard and Tandridge Crescent), and local roads (all remaining road segments). The study area map is shown in Figure 1.

Figure 1: Elms-Old Rexdale NSP Study Area



All local and collector roads in the neighbourhood have speed limits of 30km/hr, except for Elmhurst Drive, Arcot Boulevard and a section of Bergamot Avenue west of Burrard Road, which have a speed limit of 40km/hr. Roadway widths on neighbourhood streets typically measure between 8m and 8.5m, except for Bergamot Avenue between Burrard Road and Kilburn Place, which is approximately 15m wide. None of the streets in the neighbourhood have traffic calming measures (speed humps or speed cushions) except for Tandridge Crescent which has speed cushions of various designs installed as a pilot

to test impacts on TTC vehicles. All streets in the neighbourhood operate in a two-way travel direction.

All streets in the neighbourhood have sidewalks on at least one side except for Conan Road, the section of Hadrian Drive south of Esmond Crescent and the section of Grierson Road south of Allenby Avenue.

The neighbourhood is primarily designated for residential use, however, there are commercial uses fronting on Islington Avenue and Albion Road.

There are many community destinations within the neighbourhood including: The Elms Community Pool; Pine Point Arena; Pine Point Park; Humber River Trails; Rexdale Mall and Shopping Plaza; Braeburn Junior School; Can-AIM High School; Timothy Christian School; The Elms Junior Middle School; St. Stephen Catholic School; and Elmlea Junior School.

The neighbourhood is served by six TTC routes. TTC bus routes 37 and 937 Express operate along Islington Avenue. TTC bus routes 96 and 996 Express operate along Elmhurst Drive and Albion Road. TTC bus route 118 operates along Albion Road and Tandridge Crescent. TTC bus route 73 also operates along Albion Road.

Road Safety (10-Year Collision History)

The main objective of the City's Vision Zero Road Safety Plan is to eliminate all serious injury and fatal collisions. The collision history in the neighbourhood from the last 10 years was reviewed, with a special emphasis on collisions that resulted in a death or serious injury.

The collision history provided by the Toronto Police Service for the 10-year period ending January 2025 indicated that there have been two collisions that resulted in death and four collisions that resulted in serious injuries in the Elms-Old Rexdale neighbourhood. Of these collisions, one fatal collision on Irwin Road involved a motorcyclist, one fatal collision on Albion Road involved a pedestrian, and the four serious injury collisions also involved pedestrians. A summary of these collisions is provided in Attachment 1.

Over the 10-year period, there have been an additional 63 collisions in the study area involving a pedestrian, a person cycling or a motorcyclist which did not result in a fatality or a serious injury. Of these 63 collisions, 68% (43) involved pedestrians, 22% (14) involved people cycling, and 10% (6) involved motorcyclists.

Traffic Volume, Speed and Travel Patterns

Traffic data was collected and analyzed to assess multi-modal traffic trends in the neighbourhood. Traffic studies were completed by City staff or its service providers to quantify motor vehicle speed and volume. New traffic data was collected in 2024 and 2025; data previously collected in 2022 and 2023 was also used. Traffic studies are available for public viewing on the City's Open Data portal.

Neighbourhood Streets Plan Components

Public Consultation

Consultation was a key element of the project approach. The two objectives of public consultation were: 1) to enrich the study team's understanding of traffic issues in the neighbourhood with local knowledge and 2) to determine the extent to which proposed changes are supported by the community.

A variety of methods were used to notify residents and community organizations of the project and opportunities to participate in consultation activities, including:

- Project webpage at toronto.ca/EORstreets
- Notices delivered through Canada Post (4,117 addresses in the project area)
- Email to interest groups including resident associations, community groups, organizations, institutions and elected officials (~30 contacts)
- 20 project notification signs posted throughout the study area

A series of consultation activities informed the development of the NSP, organized in two phases of consultation. A summary of activities for each phase of engagement is presented in Table 1.

Table 1: Summary of Community Consultation

Phase	Activity	Date	Participation
1	Pop-Up Event	April 18, 2024	20 attendees
1	Drop-In Public Event	April 24, 2024	16 attendees
1	Online Survey	April 10 - May 08, 2024	19 responses
1	Interactive Map	April 10 - May 08, 2024	24 responses
1	Email/Phone	April 10 - May 08, 2024	Comments from 9 individuals
2	Pop-Up Event	February 4, 2025	18 attendees
2	Drop-In Public Event	January 30, 2025	19 attendees
2	Meeting with North Etobicoke Resident Council	January 21, 2025	20 attendees
2	Meeting with Braeburn Junior Middle School Council	February 10, 2025	10 attendees
2	Meetings with staff at St. Stephen Catholic School, Elmlea Junior School & The Elms Junior Middle School	September 30-October 7, 2024	3 attendees total

Phase	Activity	Date	Participation
2	Online Survey	January 16-February 13, 2025	36 responses
2	Email/Phone	January 16-February 13, 2025	Comments received from 7 individuals

During Phase 2 of consultation, participants were overall supportive of the proposed changes, including the proposed measures for road safety, speed management and transportation options in the project area. A survey on proposed measures was conducted as part of the Phase 2 consultation. Respondents were asked, "In general, do you support changes to improve road safety in the project area?". There were 31 responses to this question, with 71% either ‘supportive’ or ‘very supportive’, 26% either ‘unsupportive’ or ‘very unsupportive’ and 3% neutral.

Participants who supported these changes noted they thought these changes would increase pedestrian and driver safety and reduce speeding on local streets, especially near schools.

Some participants were concerned about the high number of changes in the area, the perceived high cost of implementing and maintaining the proposed changes, and the impact speed humps could have on motor vehicles wear and tear.

Participants also shared suggestions for additional locations for crossing guard studies, all way stop sign locations, additional speed humps, speed cameras and road signage in the project area.

A comprehensive summary of feedback received in Phase 1 and Phase 2 of public consultation can be found on the project webpage at toronto.ca/EORstreets.

The feedback gathered through this consultation, along with technical considerations and City policies and guidelines, have informed staff recommendations.

Road Safety

Intersection Improvements: Geometric and/or Signal Changes
Geometric Safety Improvements (GSI) are improvements made to the dimensions and arrangements of the visible features of a roadway. Curb extensions are a common GSI measure; they can improve road safety conditions by reducing crossing distances for pedestrians and reducing the speeds of turning vehicles. In the short term, quick-build materials such as paint, signs, and bollards can be used to implement curb extensions and achieve safety improvements more rapidly in areas where capital works are not yet planned. Permanent changes, using concrete or other materials, can be made in the medium to long-term alongside future planned roadwork or development.

Other geometric and signal changes include leading pedestrian intervals (pedestrian head starts) at signalized intersections, which improve visibility of pedestrians in intersections, and left-turn calming, which reduces the speed and risk of left-turn

collisions at signalized intersections. Examples of some of these measures are shown in Figure 2 and Figure 3.

Site visits, data analysis and feedback collected from residents identified eight intersections that could be redesigned or have signal changes to improve safety conditions for all road users. These intersections are:

- Albion Road and Irwin Road/Arcot Boulevard
- Albion Road and Armel Court
- Albion Road and Elmhurst Drive
- Islington Avenue and Rexdale Mall Entrance
- Islington Avenue and Bergamot Avenue
- Bergamot Avenue and Burrard Road
- Bergamot Avenue and Kilburn Place
- Hadrian Drive and Chalfont Road

Further detailed design work will be conducted for each of the above-mentioned locations to assess feasibility and determine the optimal design.

Figure 2: Left-Turn Calming

Figure 3: Curb Extension with Quick Build Materials

All-Way Stop Control
All-way stop control, also known as four-way stop, is a traffic management measure that requires vehicles on all approaches of an intersection to stop before proceeding through it. Where warranted, an all-way stop can improve road safety by providing a controlled crossing for both pedestrians and motorists. Through site visits, desktop reviews, data analysis and community feedback, staff considered five locations for an all-way stop control:

- Bergamot Avenue and Burrard Road
- Chilcot Avenue and Burrard Road
- Allenby Avenue and Burrard Road
- Allenby Avenue and Grierson Road
- Tandridge Crescent and Arcot Boulevard

All-way stop control warrant criteria considers collision history, total vehicular volume, crossing vehicular volume, pedestrian volume, and volume split between the intersecting streets. Out of the five locations assessed, all-way stop control was determined to be warranted at two: the intersection of Bergamot Avenue and Burrard Road and the intersection of Allenby Avenue and Burrard Road. With the addition of the all-way stop control, two new north-south high-visibility crosswalks will be added at both intersections, along with curb ramps at the intersection of Allenby Avenue and Burrard Road.

School Crossing Guard Studies
The City of Toronto has a School Crossing Guard program that helps ensure the safety of students. School crossing guards guide students across busy roads and intersections while also making sure that drivers and cyclists are aware of pedestrians crossing the street. The criteria for requesting a school crossing guard study include the following:

- The requested location is on a roadway with a speed limit less than 60 km/h.
- The associated school has an age range between Junior Kindergarten and Grade 5.
- The requested location is within the walking boundary or within 1.5km of the associated school.

Based on public feedback, site visits, data review and consultation with the school principals, applications for school crossing guard studies were submitted to the school crossing guard program for the following locations within the neighbourhood:

- Pedestrian crossing in front of St. Stephen Catholic School at the intersection of Turpin Avenue and Golfdown Drive.
- Pedestrian crossing in front of The Elms Junior Middle School on Golfdown Drive between Muncey Avenue and Endicott Avenue.
- Intersection of Tandridge Crescent and Arcot Boulevard, in front of Braeburn Junior School.

In addition, a school crossing guard study was requested for the intersection of Albion Road and Elmhurst Drive in May 2023. The location qualified, and a school crossing guard is already in service at this location.

The school crossing guard program conducts the school crossing guard studies by reviewing the number of student crossings (JK-G5), their relationship with the conflicting vehicles, collision history and other safety concerns such as geometry and traffic operations. The results of the school crossing guard studies are expected to be available by October 2025. Following the results, if the above-mentioned locations qualify, they can be serviced by a school crossing guard as soon as January 2026.

Pavement Markings

Pavement markings play an important safety function on our roads; they communicate information to road users, such as the direction of travel, show turning lanes, mark pedestrian crossings and indicate stop locations. As part of the study, several locations were identified for the addition of new or refreshment of existing pavement markings. Examples of types of proposed pavement markings include stop bars at signalized and stop-controlled intersections, as well as high-visibility crosswalks (zebra markings). The locations and types of new pavement markings are identified in Table 1 below:

Table 1: Pavement Marking Types and Locations

Location	**Pavement Marking**
Allenby Avenue and Chalfont Road	Zebra Crossing
Allenby Avenue and Grierson Road	Zebra Crossing
	Stop Bar
Allenby Avenue and Burrard Road	Stop Bar
	Zebra Crossing
Bergamot Avenue and Kilburn Place	Zebra Crossing
Islington Avenue and Rexdale Boulevard	Zebra Crossing
Islington Avenue and Chilcot Avenue	Zebra Crossing
Islington Avenue and Rexdale Mall Entrance	Zebra Crossing
Islington Avenue and Torbolton Drive	Zebra Crossing
	Stop Bar
Islington Avenue and Golfdown Drive	Zebra Crossing
Islington Avenue and Leduc Drive	Zebra Crossing
	Stop Bar
Islington Avenue and Elmhurst Drive	Zebra Crossing
Islington Avenue and Irwin Road	Zebra Crossing

Location	Pavement Marking
Norfield Crescent and Shendale Drive	Zebra Crossing
Burrard Road and Boniface Avenue	Stop Bar
Burrard Road and Chilcot Avenue	Stop Bar
	Zebra Crossing

Signage
Road signs communicate important information to the road users. As a result of this study, new signs will be added at some locations within the neighbourhood:

- Senior Pedestrian Crossing signage at all four approaches of the Islington Avenue and Bergamot Avenue intersection;
- Watch Your Speed sign at Elmhurst Drive near the Timothy Christian School.
- Pedestrian Yield to Traffic sign at the pedestrian crossing on Highway 401 Westbound Offramp;
- Cross Traffic Does Not Stop sign at the intersection of Chilcot Avenue and Burrard Road; and
- A No U-Turn sign at the north approach (for southbound vehicles) at the intersection of Islington Avenue and Rexdale Mall Entrance.

Speed

Area residents expressed concerns about motor vehicle speeds throughout the Elms-Old Rexdale neighbourhood.

Vehicle speed and volume studies conducted in years 2024 and 2025 were reviewed by staff and evaluated against the warrant criteria for Traffic Calming as adopted by City Council (item 2023.IE7.4). The results of the speed and volume studies are summarized in Table 2. All streets in Table 2 satisfy the traffic calming warrant criteria for the 85th and 95th percentile speeds, except for Elmhurst Drive.

Table 2: Speed and Volume Study Results for Traffic Calming Warrants

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Measured	Warrant Require-ment	Measured	Warrant Require-ment
Allenby Avenue	Burrard Road	Conan Road	1482	43	38	48.6	45
Bergamot Ave	Burrard Road	Kilburn Place	3173	42.2	38	44.8	45
Boniface Avenue	Burrard Road	Chalfont Road	1095	47.4	38	53	45

Roadway	From	To	Daily Traffic Volume	85th Percentile Speed		95th Percentile Speed	
				Measured	Warrant Require-ment	Measured	Warrant Require-ment
Burrard Road	Caulfield Road	Hadrian Drive	3542	48.4	38	53.4	45
Chalfont Road	Boniface Avenue	Chilcot Avenue	618	40	38	47	45
Chilcot Avenue	Burrard Road	Chalfont Road	595	47	38	51	45
Densmore Avenue	Burrard Road	Chalfont Road	226	39.5	38	44.7	45
Elmhurst Drive	Urban Court	Turpin Avenue	7628	45	48	50	55
Golfdown Drive	Turpin Avenue	Muncey Avenue	3023	52	38	58	45
Hadrian Drive	Burrard Road	Chalfont Road	1886	43	38	47.8	45
Irwin Road	Turpin Avenue	Albion Road	2070	54.5	38	61.9	45
Norfield Crescent	Holberg Street	Shendale Drive	2763	47.4	38	52.2	45
Shendale Drive	Norfield Crescent	Cove Drive	3002	43.7	38	48.2	45
Tandridge Crescent	Arcot Boulevard	Arcot Boulevard	1778	44	38	49	45
Turpin Avenue	Golfdown Drive	Elmhurst Drive	534	44	38	49	45

Staff recommend the installation of speed humps and speed cushions on the streets listed in Table 2. All blocks where speed humps or cushions are recommended are over the minimum 120-metre length requirement. The installation of speed humps and cushions will have minimal effect on winter services, street cleaning and garbage collection.

The installation of speed humps will not require alterations to parking regulations, nor impact the number of on-street parking spaces.

Elmhurst Drive
In April 2024, speed data showed that the 85th percentile speed on Elmhurst Drive was 53 km/h, which qualifies for traffic calming. New data was collected in April 2025 to gauge the impacts of area-wide speed limit reductions. The data indicates that operating speeds on Elmhurst Drive have decreased but remain 5 km/h above the posted speed limit. Despite not quite meeting the 38 km/hr threshold guideline for traffic calming, speed cushions are recommended on Elmhurst Drive due to its context in the road network.

The installation of speed cushions on Elmhurst Drive would require parking and standing restrictions at all times on both sides of Elmhurst Drive, between Urban Court and Turpin Avenue, and extension of the existing no-stopping restriction from 8:00 a.m. to 5:00 p.m. Monday to Friday, between Endicott Avenue and a point 30.5 meters west of Muncey Avenue, to all times on both sides of Elmhurst Drive, in conjunction with the installation of speed cushions.

Tandridge Crescent
There are five existing speed cushions along Tandridge Crescent that were installed as a pilot to test the impacts on TTC vehicles. The results of the tests indicated that the three-hump design was preferable in terms of impact on speed reduction while remaining passable for TTC vehicles with minimal vertical deflection. To more effectively calm motor vehicle traffic on Tandridge Crescent, staff plans to remove the three existing two-hump speed cushions and install three-hump speed cushions. The speed cushion drawings for three-hump cushions are provided in Attachment 33 and Attachment 34.

Traffic Calming Relative Priority and Other Impacts
If the number of approved requests for roadway traffic calming measures exceeds the city-wide 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 a 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, pedestrians, including transit riders, and people cycling) 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 prioritization scores for the roads in Table 2 range between 18 and 79, out of a possible 100, and are summarized in Table 3.

Table 3: Traffic Calming Installation Prioritization Scores

Roadway	From	To	Quantitative Score	Qualitative Score	Prioritization Score
Allenby Avenue	Burrard Road	Conan Road	53	37	45
Bergamot Ave	Burrard Road	Kilburn Place	50	32	41

Boniface Avenue	Burrard Road	Chalfont Road	95	27	61
Burrard Road	Caulfield Road	Hadrian Drive	100	27	64
Chalfont Road	Boniface Avenue	Chilcot Avenue	25	37	31
Chilcot Avenue	Burrard Road	Chalfont Road	75	27	51
Densmore Avenue	Burrard Road	Chalfont Road	8	27	18
Elmhurst Drive	Urban Court	Turpin Avenue	25	48	37
Golfdown Drive	Turpin Avenue	Muncey Avenue	100	58	79
Hadrian Drive	Burrard Road	Chalfont Road	54	37	46
Irwin Road	Turpin Avenue	Albion Road	100	48	74
Norfield Crescent	Holberg Street	Shendale Drive	100	37	69
Shendale Drive	Norfield Crescent	Cove Drive	75	37	56
Turpin Avenue	Golfdown Drive	Elmhurst Drive	55	58	57

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 that the installation of speed humps and cushions in the Elms-Old Rexdale neighbourhood will impact response and transport times for residents that reside on the roadways where speed humps are installed and may also extend to other residents if those roads serve access to other roadways. Toronto Paramedic Services is supportive of community initiatives that improve the safety of all citizens and visitors to the City of Toronto. Traffic and pedestrian safety are key components of a healthy neighbourhood, and Toronto Paramedic Services endeavours to support the wishes of the community to implement measures to improve these components. A copy of their full response is included in Attachment 35.

Comments have not been received from the Toronto Fire Services or the Toronto Police Service at the time of writing this report.

In-Road Flexible Speed Signs

In-road flexible speed signs are signs that are installed along the centreline of the road between opposing lanes of traffic and are intended to have a narrowing effect on the roadway, which can give drivers the perception of the need to slow down. They also serve as supplemental signage to existing roadside speed limit signs to remind drivers of the posted speed limit. An in-road flexible speed sign is shown in Figure 4.

Figure 4: In-Road Flexible Speed Sign

In-road flexible speed signs are planned to be installed at the following locations:

- Irwin Road: Two in-road flexible speed signs on Irwin Road near its intersections with Islington Avenue and Albion Road
- Chilcot Avenue: One in-road flexible speed sign on Chilcot Avenue west of its intersection with Burrard Road.

Parking is typically restricted within 9m to 15m of a stop-controlled intersection to protect sight lines. The installation of an in-road flexible speed sign on Chilcot Avenue would require a by-law amendment to extend this on-street parking restriction on the north and south sides of the road up to a point which is 30 meters west of the intersection. The parking restriction is required due to insufficient road width for motorists to pass the parked vehicles without risking contact with the in-road flexible speed sign. There are no houses fronting this section of Chilcot Avenue.

Motor Vehicle Volume

During the Phase 1 consultation, public concerns about excessive motor vehicle volume on Allenby Avenue, Burrard Road, Norfield Crescent, and Golfdown Drive were received. Traffic volume data was reviewed and compared against the road classification system which includes an expected range of traffic volumes for each road class. The following local roads within the neighbourhood were noted to have slightly higher volumes than the expected maximum of 2,500 vehicles per day (vpd) for local roads:

- Allenby Avenue between Islington Avenue and Burrard Road: 3,000 vpd
- Burrard Road: 3,500 vpd
- Norfield Crescent: 2,800 vpd

The number of motor vehicles that use a road can typically be managed using operational features such as one-way streets or turn restrictions and through design modification such as directional closures. Typical volume management measures are not suitable for Allenby Avenue, Burrard Road or Norfield Crescent due to the lack of alternative ingress and egress options for the residents of the neighbourhood. However, recommended traffic calming measures such as speed humps may make these routes less attractive for non-local traffic and may result in a reduction of non-local traffic on neighbourhood streets. The two new all-way stop controls at the Burrard Road-Bergamot Avenue and Burrard Road-Allenby Avenue intersections may similarly disincentivize non-local traffic on neighbourhood streets.

Public concerns regarding congestion on Islington Avenue between Allenby Avenue and Bergamot Avenue were raised. Signal timing coordination between traffic signals on Islington Avenue from Allenby Avenue to Bergamot Avenue was reviewed and updated in December 2024. Timing adjustments are expected to improve traffic flow on Islington Avenue within the study area.

In addition to those signal timing updates, the following intersection operation investigations were conducted for the intersection of Islington Avenue and Bergamot Avenue to improve safety conditions and the flow of traffic:

- A study to add a protected northbound left-turn phase: The study concluded that due to the low vehicle demand making this turn, a protected northbound left-turn was not warranted.
- A study to extend the protected southbound left-turn phase to off-peak hours in addition to the AM and PM peak hours: This extension was deemed feasible, with implementation expected by the end of 2025.
- A study to upgrade the traffic signal control technology and add vehicle detection: This signal technology upgrade was deemed feasible, with implementation expected by the end of 2025.

Active Transportation

Sidewalks

The provision of safe, comfortable, and accessible sidewalks on all public streets is a fundamental objective of the City of Toronto's Vision Zero 2.0 Road Safety Plan. The City's Missing Sidewalk Installation Policy indicates that sidewalks are built on both sides of collector and arterial roads, and on one or both sides of local roads.

Local roads remain the largest gap in the walking network and generate the highest number of requests for new sidewalk installations. New sidewalks are delivered through the City's Missing Sidewalk Program in one of three scenarios:

- Bundled with state-of-good repair roadway reconstruction, resurfacing projects and watermain construction;
- Undertaken as stand-alone sidewalk delivery; or
- As a condition of development or redevelopment.

Locations within the neighbourhood that were identified for new sidewalk installation to enhance pedestrian connectivity and improve pedestrian safety are:

- Conan Road: Connection between Allenby Avenue to Pine Point Park. Currently, no sidewalk exists on this road. A sidewalk is proposed to be installed with future state-of-good repair road work. Coordination with the Parks and Recreation Division will be required.
- Grierson Road: Connection between Allenby Avenue to Pine Point Park, Arena, Pool, and Tennis Club. A sidewalk is proposed to be installed with future state-of-good repair road work. Coordination with the Parks and Recreation Division will be required.
- Hadrian Drive: Hadrian Drive has existing sidewalks on both sides of the street between Burrard Road and Burchell Road and on one side between Burchell Road to a point 45m east of Esmond Crescent. There is no sidewalk between a point 45m east of Esmond Crescent to Allenby Avenue. Sidewalk construction on Hadrian Drive is proposed to be installed with future state-of-good repair road work.

As part of the Phase 2 consultation survey, respondents were asked "In general do you support the construction of new sidewalks at each location?". There were 31 responses to this question. For the sidewalk proposals for Grierson Road and Conan Road, 71% of respondents were either ‘supportive’ or ‘very supportive’, and less than 10% were either ‘unsupportive’ or ‘very unsupportive’. For the sidewalk proposal on Hadrian Drive, 68% of respondents were either ‘supportive’ or ‘very supportive’, and 9% were either ‘unsupportive’ or ‘very unsupportive’.

Cycling Network Plan
The Cycling Network Plan (CNP) outlines the City’s planned investments in the near-term and intentions for the long-term to make travel by bike safer and more inviting. The 2025-2027 near-term Council-approved Cycling Network Plan includes new routes in the Elms-Old Rexdale neighbourhood. These routes were selected based on multiple criteria, which include public engagement, connection to nearby destinations, connection with other bikeways and opportunities to incorporate bikeways into traffic calming and safety efforts. The routes included in the CNP within the Elms-Old Rexdale neighbourhood include:

- Bikeways on Elmhurst Drive*;*
- Bikeways on Bergamot Avenue, Burrard Road and Caulfield Road; and
- A multi-use trail feasibility study along the Hydro Corridor Trail.

A Feasibility study for these projects is underway, and further public consultation will be conducted on the proposed design options. Recommended routes and designs will be subject to public consultation and City Council approval. A map of all routes identified in the CNP 2025-27 Implementation Plan is available on the City's website.

Measures Not Recommended

A number of measures identified by the community and staff through the course of the study were studied but not recommended. The most requested changes that are not recommended are listed below, along with the rationale for why they are not recommended in this report.

Cycling Infrastructure
Staff conducted a feasibility study to add bikeways on Allenby Avenue, Hadrian Drive, and Burrard Road in order to provide cycling connections to destinations within the neighborhood, linking to existing and future cycling infrastructure, and help calm traffic by reducing road width. However, due to feasibility constraints related to right-of-way width and project prioritization, the addition of cycling infrastructure beyond what is outlined in the Cycling Network Plan is not recommended.

Red Light Cameras
A Red Light Camera (RLC) is an automated system that detects and captures images of vehicles entering an intersection despite the traffic signal indicating red (during the red phase). The RLC program is focused on altering driver behaviour to decrease red-light running and increase safety. It is designed to work in tandem with other Vision Zero Road Safety Plan methods and strategies, including road design changes, public education campaigns and traditional police enforcement. Staff reviewed the collision data and determined that two locations, the Islington Avenue and Bergamot Avenue intersection and the Islington Avenue and Allenby Avenue intersection, may benefit from an RLC. The RLC team considered both requested locations; however, they did not score high enough in the site selection criteria.

Additionally, the list of RLC sites now in operation includes two within Elms-Old Rexdale: the intersection of Islington Avenue and Elmhurst Drive and the intersection of Islington Avenue and Rexdale Boulevard. In the last expansion of the program, the number of RLC sites was doubled to 300 across the city. Both the Islington Avenue and Bergamot Avenue intersection and the Islington Avenue and Allenby Avenue intersection will be reconsidered for a RLC in the future if the program is expanded.

All-Way Stop Controls
In addition to the two locations where all-way stop controls are recommended, staff considered the following intersections for an all-way stop control:
- Chilcot Avenue and Burrard Road;
- Chalfont Road and Hatfield Crescent;
- Allenby Avenue and Grierson Road; and
- Tandridge Crescent and Arcot Boulevard.

To determine the feasibility for an all-way stop, staff rely on the justification criteria outlined in the City's all-way stop warrant. The justification criteria includes factors such as vehicle volume on the major road, vehicle volume on the minor road that crosses the major road, pedestrian volume, and collision history. The intersections mentioned above did not meet the justification criteria, however, other safety measures such as signage, pavement markings and traffic calming are proposed on those roads to improve the safety conditions.

Parking Restrictions
On-street parking restrictions were requested along Turpin Avenue and Shendale Drive. Currently, both roads allow a maximum parking duration of three hours. Concerns raised by residents include perceived safety issues related to vehicles parked near the curves on Shendale Drive, as well as high utilization of on-street parking on Turpin

Avenue due to the nearby St. Stephen Catholic School. The City's parking by-law restricts parking within 9m of any intersection and restricts parking that obstructs a driveway or a laneway.

Further parking restrictions were not proposed on Turpin Avenue due to the proximity of Turpin Avenue Park and St. Stephen Catholic School in order to support community access to the park and the school. Additionally, higher speeds were observed on both Shendale Drive and Turpin Avenue, with 85th percentile vehicle speeds of 43.7 km/h and 44 km/h, respectively, in a 30km/h zone. On-street parking can reduce motor vehicle operating speed by reducing road width. Removing on-street parking at these locations could encourage higher motor vehicle operating speeds.

Pedestrian Crossing
A pedestrian crossing at the south approach of the Islington Avenue and Rexdale Boulevard intersection was requested. Staff reviewed the vehicle volumes, intersection geometry and signal timing and determined that adding a pedestrian crossing at the south approach could introduce additional potential conflict points between drivers and pedestrians due to dual eastbound right-turn lanes and high eastbound right-turn vehicle volumes. Therefore, pedestrian crossing at the south approach was not recommended.

In-Road Flexible Speed Signs
In-road flexible speed signs were considered at several key locations within the neighbourhood that met the guideline for their placement. However, due to the presence of on-street parking and roadway widths, the installation of in-road flexible speed signs would require parking restrictions due to insufficient road width for motorists to pass the parked vehicles without risking contact with the in-road flexible speed sign. Speed humps or speed cushions are proposed at these locations instead.

Traffic Agent and Do Not Block Intersection Sign
During the public consultation phase, complaints were received about motor vehicles blocking the intersection of Islington Avenue and the Rexdale Mall Entrance. The Traffic Agent program conducted a study to assess whether a traffic agent should be assigned to this intersection. The study determined that the intersection functionality is not low enough to qualify for a traffic agent and a "Do Not Block Intersection" sign. A school crossing guard is currently present at this location to assist pedestrians in crossing the intersection safely. Additionally, the signal timings along this corridor were updated in December 2024 to improve the overall efficiency of the road network.

Sidewalk
Public feedback was received to add a sidewalk on the south side of Byng Avenue, which is a local road. Currently, a sidewalk exists on the north side of this road. The addition of a sidewalk on the south side would require reconstruction of the road to accommodate necessary drainage work. Byng Avenue is not scheduled for reconstruction.

Proposed Changes, Implementation, and Monitoring

Summary of Proposed Changes

Table 4 below summarizes all changes that are proposed as part of the Elms-Old Rexdale NSP and the expected timing of the proposed changes.

Table 4: Proposed changes

Category	Recommendation	Location	Expected Timeline
Road Safety	Intersection Improvements (Geometric and/or Signal Changes)	Islington Avenue and Bergamot Avenue	2025-2029
Road Safety	Intersection Improvements (Geometric and/or Signal Changes)	Bergamot Avenue and Burrard Road	2025-2029
Road Safety	Intersection Improvements (Geometric and/or Signal Changes)	Bergamot Avenue and Kilburn Place	2025-2029
Road Safety	Intersection Improvements (Geometric and/or Signal Changes)	Islington Avenue and Rexdale Mall Entrance	2025-2029
Road Safety	Intersection Improvements (Geometric and/or Signal Changes)	Hadrian Drive and Chalfont Road	2025-2029
Road Safety	Intersection Improvements (Geometric and/or Signal Changes)	Albion Road and Irwin Road/Arcot Boulevard	2025-2029
Road Safety	Intersection Improvements (Geometric and/or Signal Changes)	Albion Road and Elmhurst Drive	Implemented in 2024
Road Safety	Intersection Improvements (Geometric and/or Signal Changes)	Albion Road and Armel Court	2025-2029
Road Safety	New Pedestrian Crossings	Bergamot Avenue and Burrard Road	2025-2026
Road Safety	New Pedestrian Crossings	Allenby Avenue and Burrard Road	2025-2026
Road Safety	School Crossing Guard	Golfdown Drive and Turpin Avenue	Service date: TBD (subject to the results of the school crossing guard study)
Road Safety	School Crossing Guard	Golfdown Drive at the Elms Junior Middle School	Service date: TBD (subject to the results of the school crossing guard study)
Road Safety	School Crossing Guard	Tandridge Crescent and Arcot Boulevard	Service date: TBD (subject to the

Category	Recommendation	Location	Expected Timeline
			results of the school crossing guard study)
Road Safety	School Crossing Guard	Albion Road and Elmhurst Drive	Implemented in 2024
Road Safety	All-Way Stop Control	Bergamot Avenue and Burrard Road	2025-2026
Road Safety	All-Way Stop Control	Allenby Avenue and Burrard Road	2025-2026
Road Safety	Stop Bar Pavement Marking	Allenby Avenue and Burrard Road	2025-2026
Road Safety	Stop Bar Pavement Marking	Allenby Avenue and Grierson Road	2025-2026
Road Safety	Stop Bar Pavement Marking	Allenby Avenue and Chilcot Avenue	2025-2026
Road Safety	Stop Bar Pavement Marking	Burrard Road and Boniface Avenue	2025-2026
Road Safety	Stop Bar Pavement Marking	Burrard Road and Chilcot Avenue	2025-2026
Road Safety	Stop Bar Pavement Marking	Islington Avenue and Leduc Drive	2025-2026
Road Safety	Stop Bar Pavement Marking	Islington Avenue and Torbolton Drive	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Allenby Avenue and Burrard Road	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Allenby Avenue and Grierson Road	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Allenby Avenue and Chalfont Road	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Burrard Road and Chilcot Avenue	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Bergamot Avenue and Kilburn Place	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Norfield Crescent and Shendale Drive	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Islington Avenue and Chilcot Avenue	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Islington Avenue and Rexdale Boulevard	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Islington Avenue and Rexdale Mall Entrance	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Islington Avenue and Bergamot Avenue	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Islington Avenue and Leduc Drive	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Islington Avenue and Torbolton Drive	2025-2026

Category	Recommendation	Location	Expected Timeline
Road Safety	High Visibility Crosswalk Pavement Marking	Islington Avenue and Golfdown Drive	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Islington Avenue and Elmhurst Drive	2025-2026
Road Safety	High Visibility Crosswalk Pavement Marking	Islington Avenue and Irwin Road	2025-2026
Road Safety	Signage (Pedestrian Yield to Traffic)	Highway 401 Westbound On-Ramp	2025-2026
Road Safety	Signage (Cross Traffic Does Not Stop)	Burrard Road and Chilcot Avenue	2025-2026
Road Safety	Signage (Senior Pedestrian Crossing)	Islington Avenue and Bergamot Avenue	2025-2026
Road Safety	Signage (Watch Your Speed)	Elmhurst Drive near Timothy Christian School	2025-2026
Road Safety	Signage (NO U-Turn)	Islington Avenue and Rexdale Mall Entrance	2025-2026
Speed Management	Speed Humps	Allenby Avenue	2025-2026
Speed Management	Speed Humps	Boniface Avenue	2025-2026
Speed Management	Speed Humps	Chilcot Avenue	2025-2026
Speed Management	Speed Humps	Densmore Avenue	2025-2026
Speed Management	Speed Humps	Chalfont Road	2025-2026
Speed Management	Speed Humps	Hadrian Drive	2025-2026
Speed Management	Speed Humps	Burrard Road	2025-2026
Speed Management	Speed Humps	Bergamot Avenue	2025-2026
Speed Management	Speed Humps	Norfield Crescent	2025-2026
Speed Management	Speed Humps	Shendale Drive	2025-2026
Speed Management	Speed Humps	Golfdown Drive	2025-2026
Speed Management	Speed Humps	Turpin Avenue	2025-2026
Speed Management	Speed Humps	Irwin Road	2025-2026
Speed Management	Speed Cushions	Elmhurst Drive	2025-2026
Speed Management	In-Road Flexible Speed Signs	Irwin Road	2025

Category	Recommendation	Location	Expected Timeline
Speed Management	In-Road Flexible Speed Signs	Chilcot Avenue	2025
Transportation Options	New Sidewalks	Conan Road	Approx. 2030
Transportation Options	New Sidewalks	Grierson Road	Approx. 2030
Transportation Options	New Sidewalks	Hadrian Drive	Approx. 2030

Implementation

The traffic management elements outlined in this report are proposed to be implemented in phases; the timing of installation will be dependent on the complexity of delivery, availability of materials, funding and competing priorities.

Community Council authority is being sought for changes requiring by-law amendments: speed humps; speed cushions; all-way stop control and parking restriction. Pending Community Council approval, these changes can be implemented in the next 12-24 months.

CONTACT

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

ATTACHMENTS

Attachment 1 - 10-year Killed and Seriously Injured Collision History
Attachment 2 - ATP-SH-062 - Speed Hump Location Plan
Attachment 3 - ATP-SH-063 - Speed Hump Location Plan
Attachment 4 - ATP-SH-064 - Speed Hump Location Plan
Attachment 5 - ATP-SH-065 - Speed Hump Location Plan
Attachment 6 - ATP-SH-066 - Speed Hump Location Plan
Attachment 7 - ATP-SH-067 - Speed Hump Location Plan
Attachment 8 - ATP-SH-068 - Speed Hump Location Plan
Attachment 9 - ATP-SH-069 - Speed Hump Location Plan
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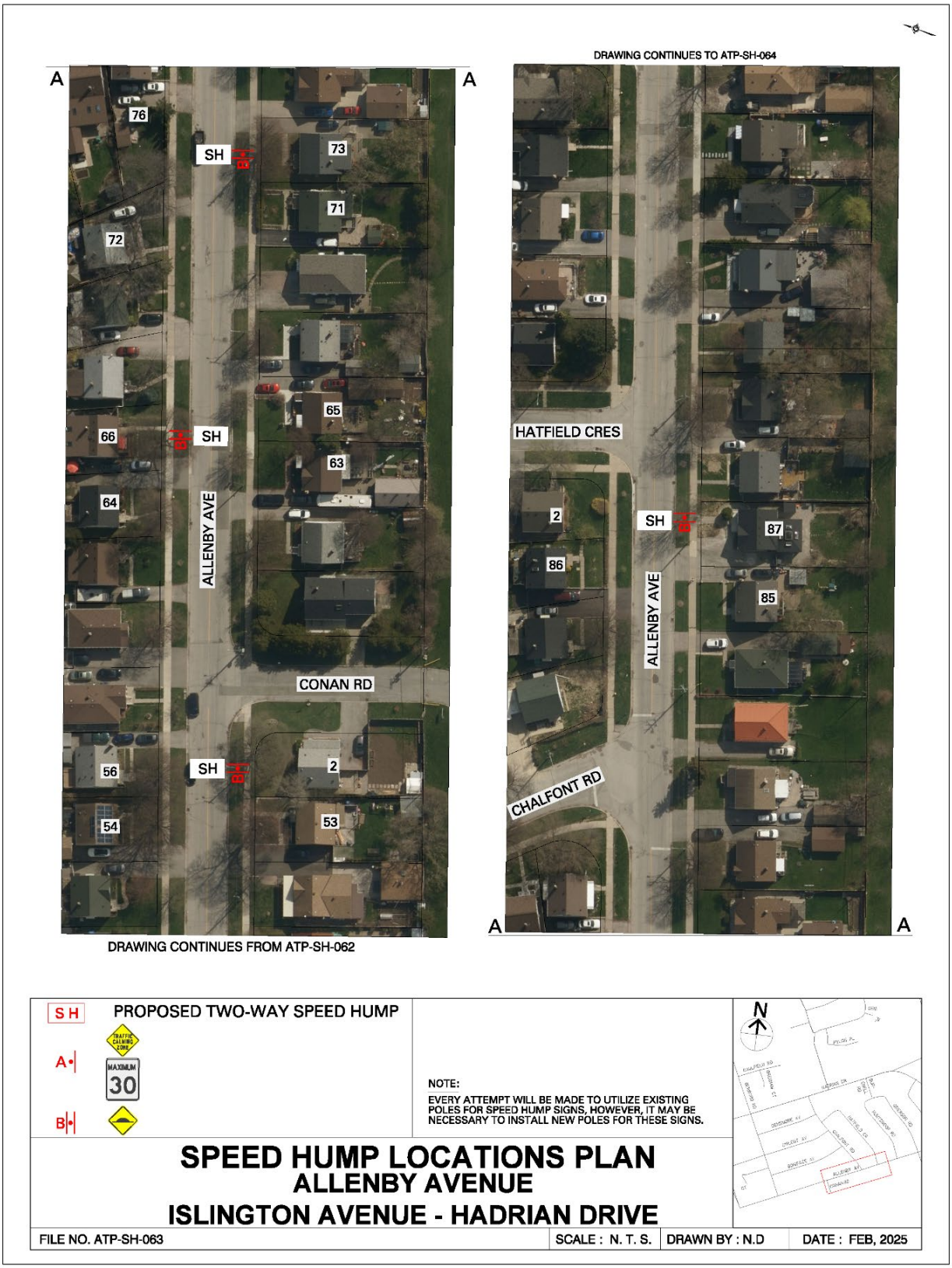
Attachment 29 - ATP-SH-090 - Speed Hump Location Plan
Attachment 30 - ATP-SH-091 - Speed Hump Location Plan
Attachment 31 - ATP-SH-111 - Speed Hump Location Plan
Attachment 32 - ATP-SH-112 - Speed Hump Location Plan
Attachment 33 - ATP-SH-113 - Speed Hump Location Plan
Attachment 34 - ATP-SH-114 - Speed Hump Location Plan
Attachment 35 - Response from Toronto Paramedic Services

Attachment 1 - 10-year Killed and Seriously Injured Collision History

Location	Date	Collision Type	Result
35 Irwin Road	10/01/2014	Motorcyclist	Fatality
2437 Islington Avenue	03/14/2023	Pedestrian	Serious injury
Albion Road and Elmhurst Drive	12/17/2023	Pedestrian	Serious injury
Albion Road and Byng Avenue	02/18/2024	Pedestrian	Serious injury
Albion Road and Beattie Avenue	04/26/2024	Pedestrian	Fatality
Islington Avenue and Leduc Drive	10/25/2024	Pedestrian	Serious injury

Attachment 2 - ATP-SH-062 - Speed Hump Location Plan

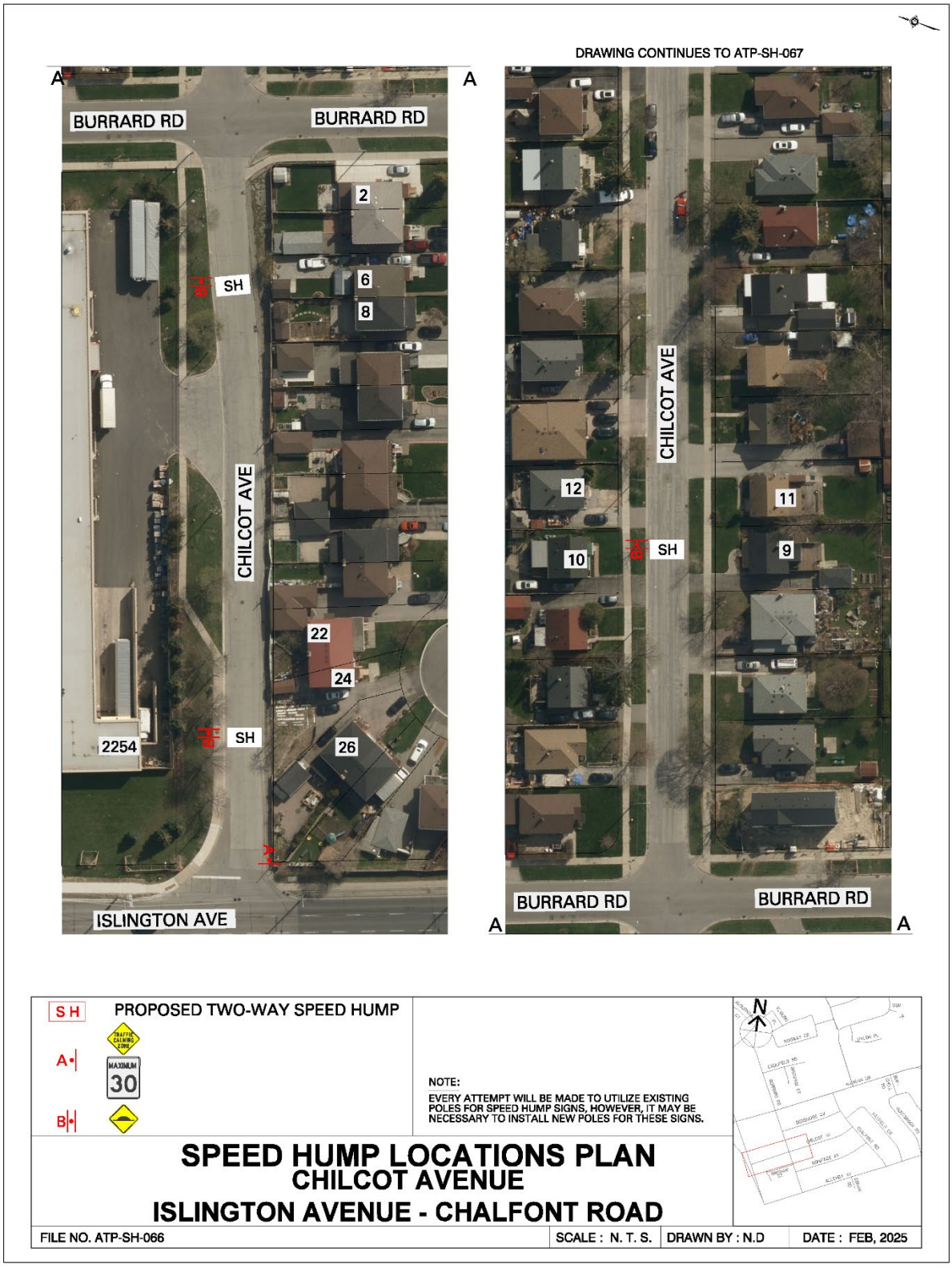
Attachment 3 - ATP-SH-063 - Speed Hump Location Plan



Attachment 4 - ATP-SH-064 - Speed Hump Location Plan

Attachment 5 - ATP-SH-065 - Speed Hump Location Plan

Attachment 6 - ATP-SH-066 - Speed Hump Location Plan



Attachment 7 - ATP-SH-067 - Speed Hump Location Plan

DRAWING CONTINUES FROM ATP-SH-066

SH PROPOSED TWO-WAY SPEED HUMP

A

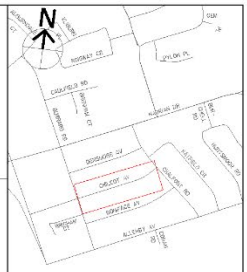
B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTE:

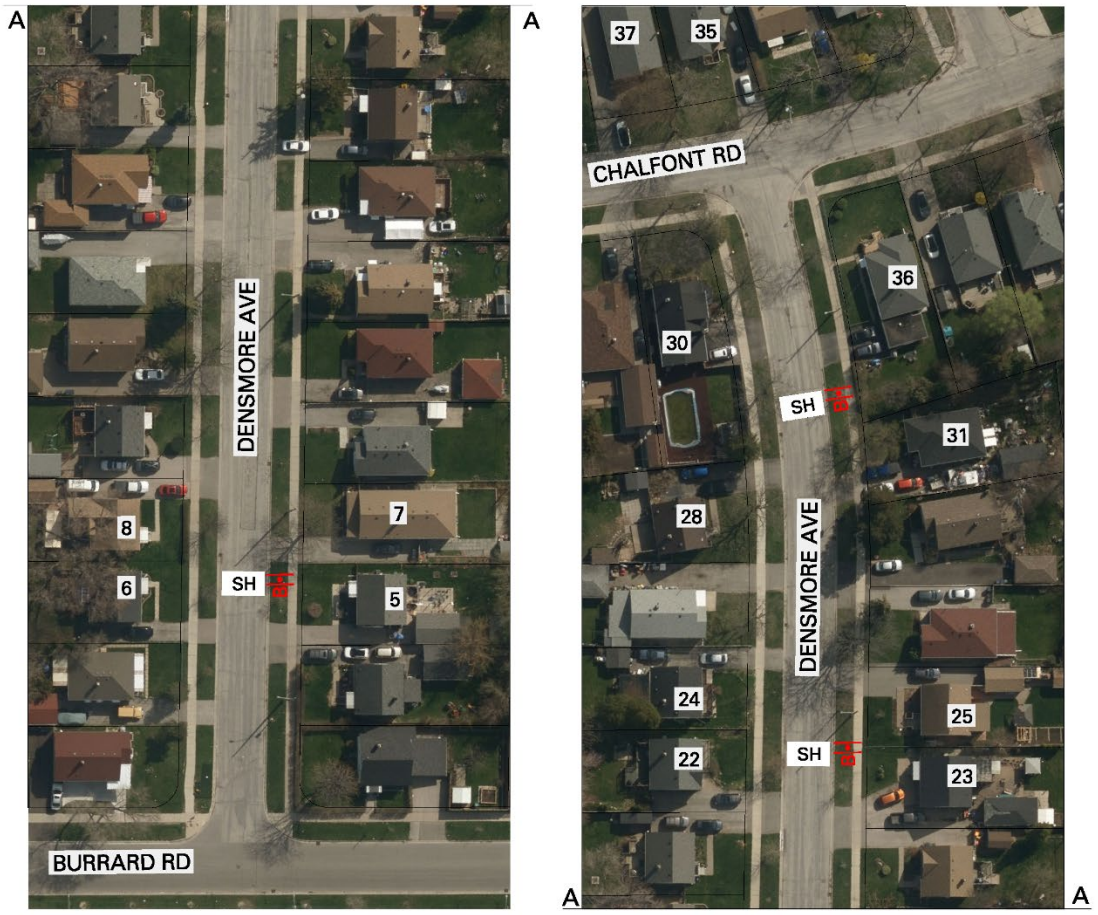
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
CHILCOT AVENUE
ISLINGTON AVENUE - CHALFONT ROAD

FILE NO. ATP-SH-067	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 8 - ATP-SH-068 - Speed Hump Location Plan



S H PROPOSED TWO-WAY SPEED HUMP

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

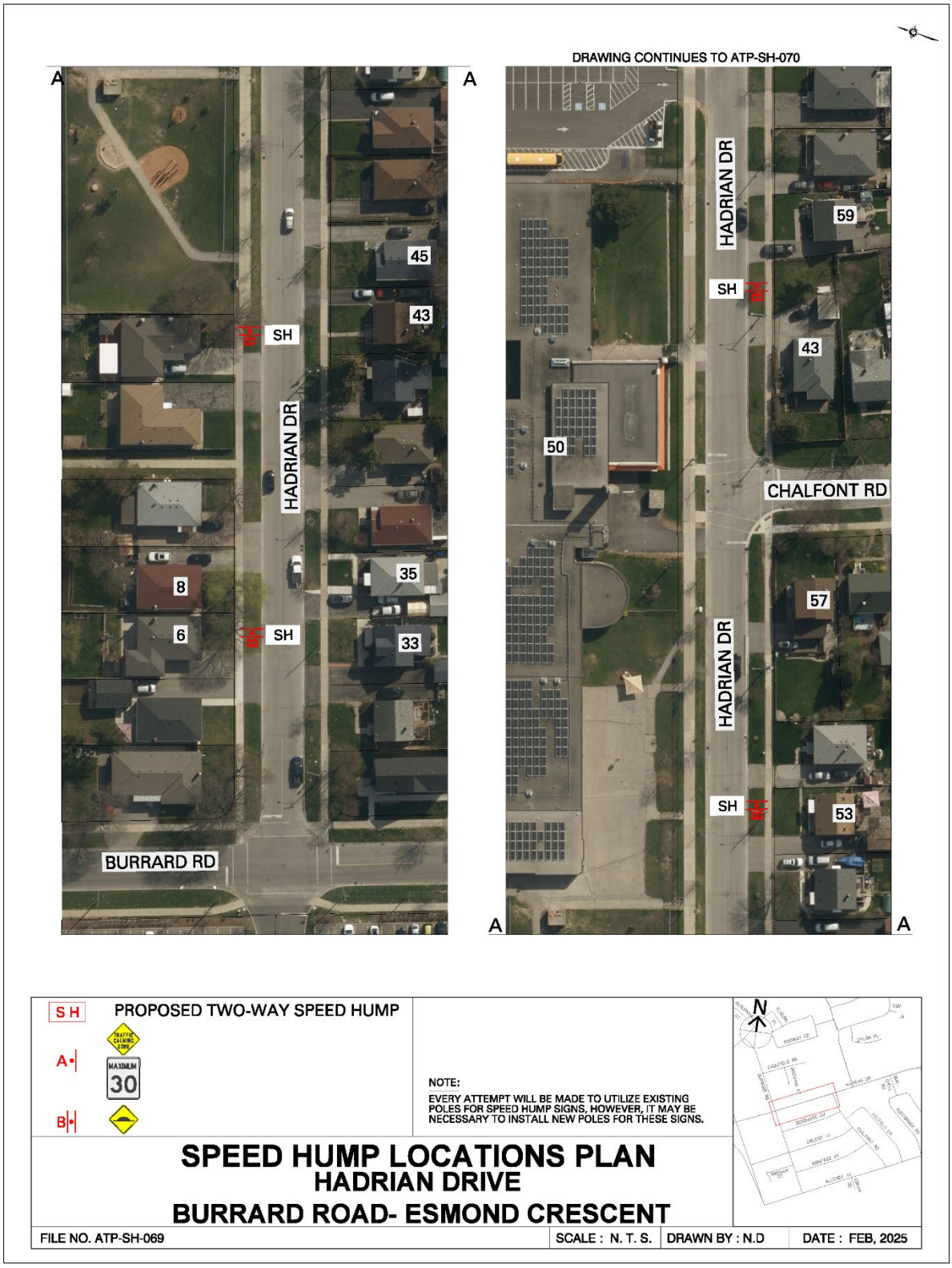
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

SPEED HUMP LOCATIONS PLAN
DENSMORE AVENUE
BURRARD ROAD - CHALFONT ROAD

FILE NO. ATP-SH-068	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 9 - ATP-SH-069 - Speed Hump Location Plan



Attachment 10 - ATP-SH-070 - Speed Hump Location Plan

Attachment 11 - ATP-SH-071 - Speed Hump Location Plan

DRAWING CONTINUES FROM ATP-SH-070

S H PROPOSED TWO-WAY SPEED HUMP

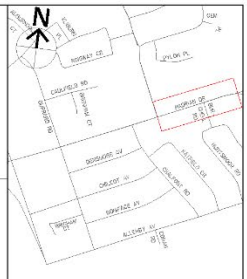
A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
HADRIAN DRIVE
BURRARD ROAD- ESMOND CRESCENT

FILE NO. ATP-SH-071	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 12 - ATP-SH-072 - Speed Hump Location Plan

S H PROPOSED TWO-WAY SPEED HUMP

A

B

MAXIMUM 30

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

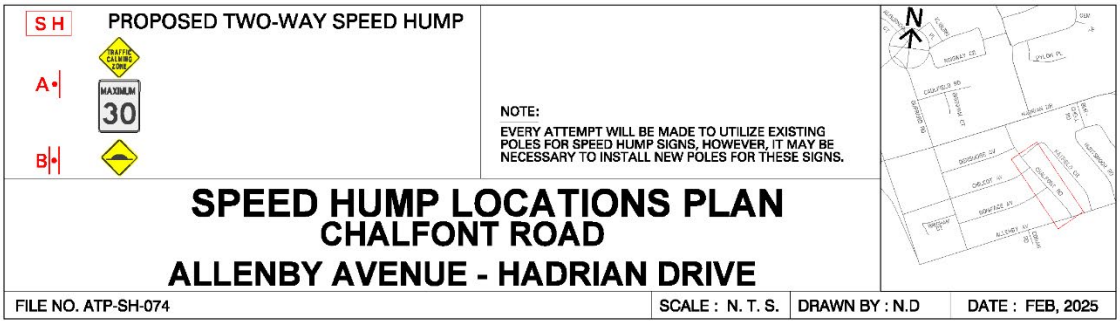
N

SPEED HUMP LOCATIONS PLAN
BURRARD ROAD
ALLENBY AVENUE - BERGAMOT AVENUE

FILE NO. ATP-SH-072	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 13 - ATP-SH-073 - Speed Hump Location Plan

Attachment 14 - ATP-SH-074 - Speed Hump Location Plan



Attachment 15 - ATP-SH-075 - Speed Hump Location Plan

DRAWING CONTINUES FROM ATP-SH-074

S H PROPOSED TWO-WAY SPEED HUMP

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

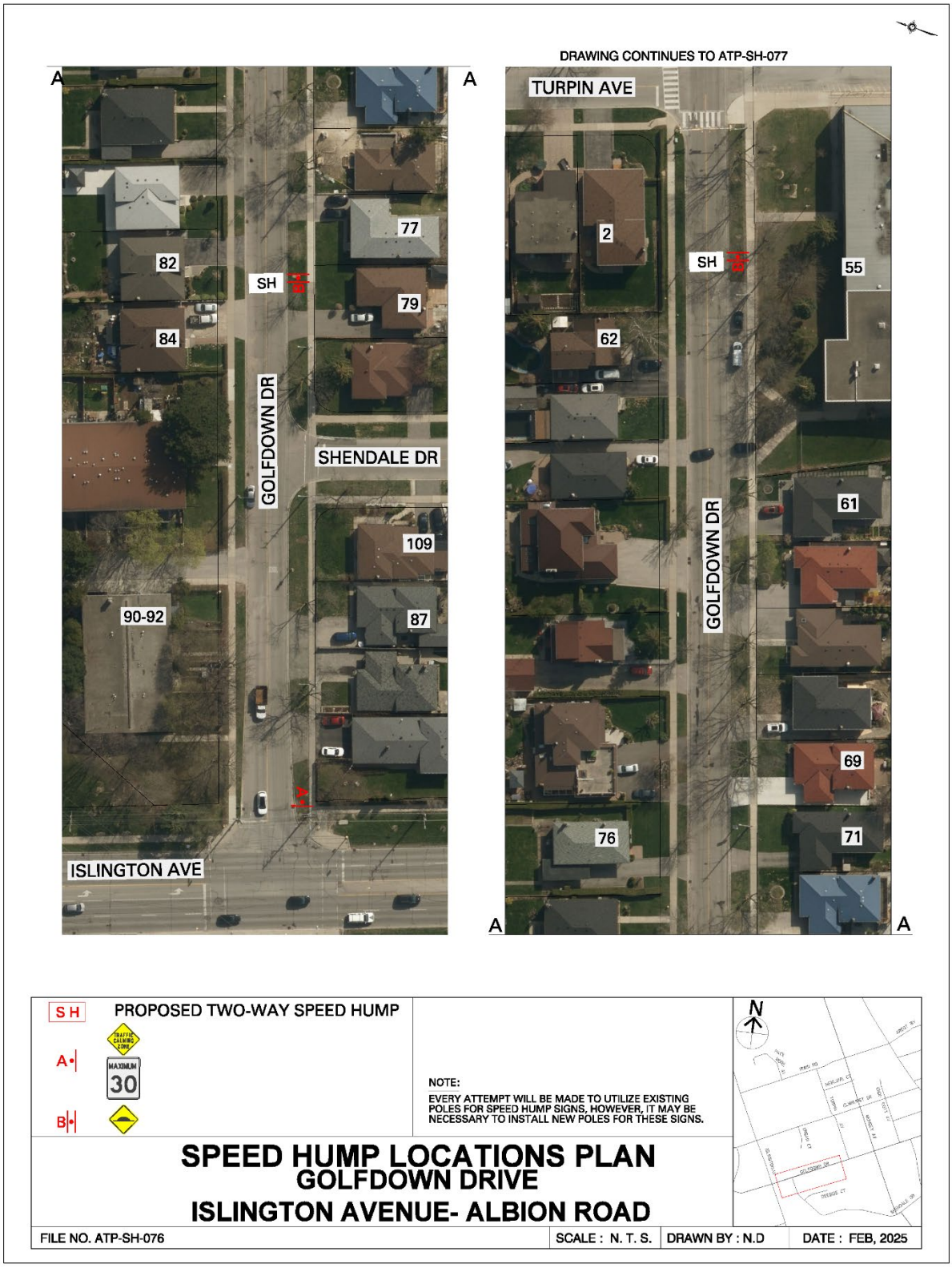
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

SPEED HUMP LOCATIONS PLAN
CHALFONT ROAD
ALLENBY AVENUE - HADRIAN DRIVE

FILE NO. ATP-SH-075	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 16 - ATP-SH-076 - Speed Hump Location Plan



Attachment 17 - ATP-SH-077 - Speed Hump Location Plan

S H PROPOSED TWO-WAY SPEED HUMP

A

MAXIMUM 30

B

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

SPEED HUMP LOCATIONS PLAN
GOLFDOWN DRIVE
ISLINGTON AVENUE- ALBION ROAD

FILE NO. ATP-SH-077	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 18 - ATP-SH-078 - Speed Hump Location Plan

DRAWING CONTINUES FROM ATP-SH-077

S H PROPOSED TWO-WAY SPEED HUMP

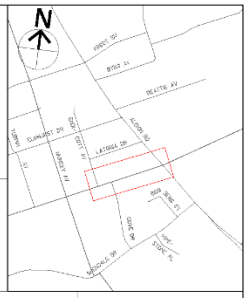
A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

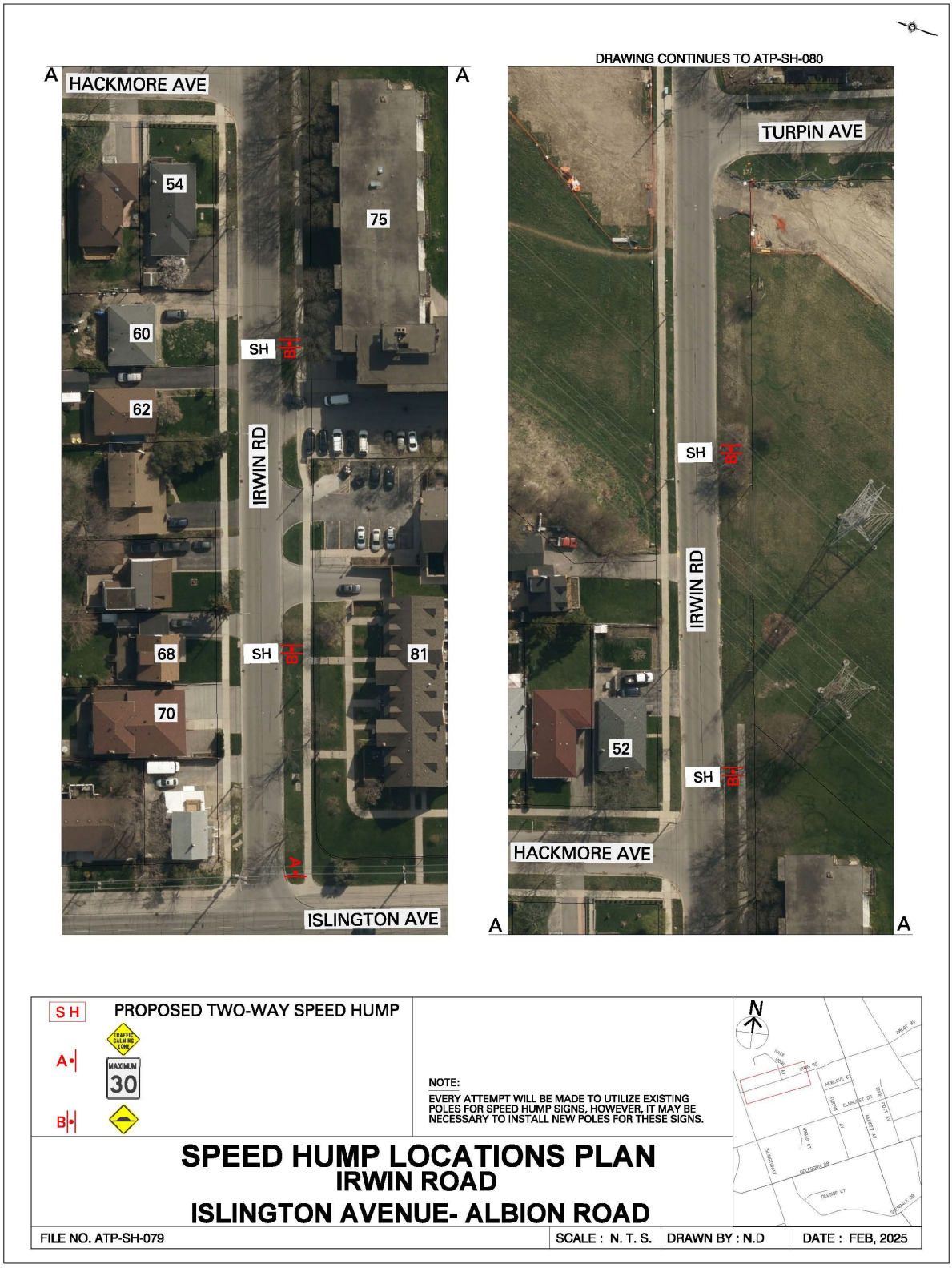
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
GOLFDOWN DRIVE
ISLINGTON AVENUE- ALBION ROAD

FILE NO. ATP-SH-078	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 19 - ATP-SH-079 - Speed Hump Location Plan



Attachment 20 - ATP-SH-080 - Speed Hump Location Plan

DRAWING CONTINUES FROM ATP-SH-079

SH PROPOSED TWO-WAY SPEED HUMP

A

B

MAXIMUM 30

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

SPEED HUMP LOCATIONS PLAN
IRWIN ROAD
ISLINGTON AVENUE- ALBION ROAD

FILE NO. ATP-SH-080	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 21 - ATP-SH-081 - Speed Hump Location Plan

DRAWING CONTINUES TO ATP-SH-082

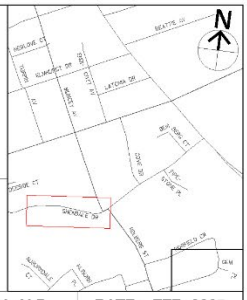
S H PROPOSED TWO-WAY SPEED HUMP

A

MAXIMUM 30

B

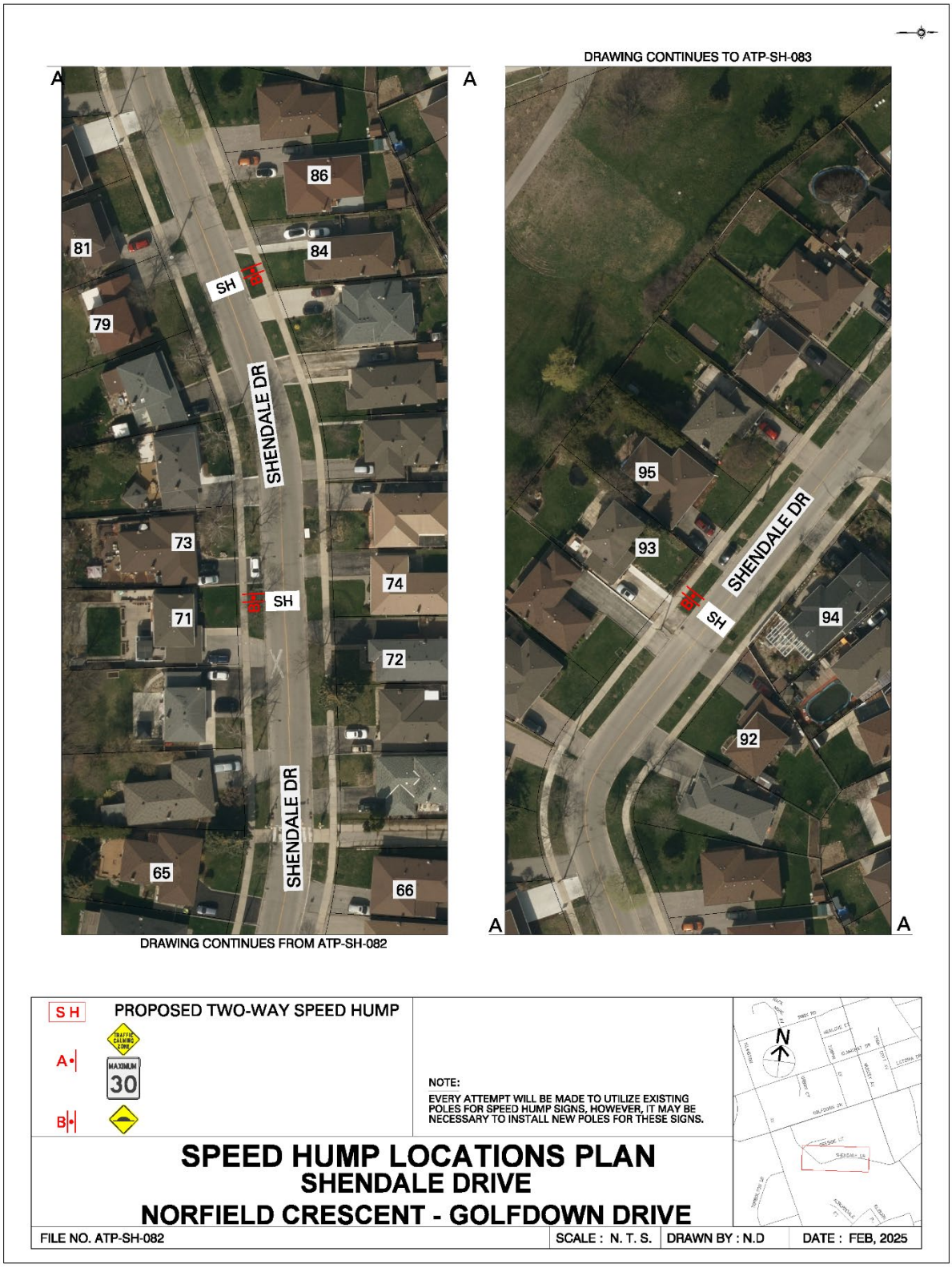
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
SHENDALE DRIVE
NORFIELD CRESCENT - GOLFDOWN DRIVE

FILE NO. ATP-SH-081	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 22 - ATP-SH-082 - Speed Hump Location Plan



Attachment 23 - ATP-SH-083 - Speed Hump Location Plan

DRAWING CONTINUES FROM ATP-SH-082

SH PROPOSED TWO-WAY SPEED HUMP

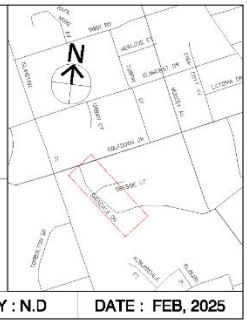
A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
SHENDALE DRIVE
NORFIELD CRESCENT - GOLFDOWN DRIVE

FILE NO. ATP-SH-083	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 24 - ATP-SH-084 - Speed Hump Location Plan

SH PROPOSED TWO-WAY SPEED HUMP

A

B

MAXIMUM 30

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

SPEED HUMP LOCATIONS PLAN
SHENDALE DRIVE
NORFIELD CRESCENT - ALBION ROAD

FILE NO. ATP-SH-084	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 25 - ATP-SH-085 - Speed Hump Location Plan

DRAWING CONTINUES FROM ATP-SH-084

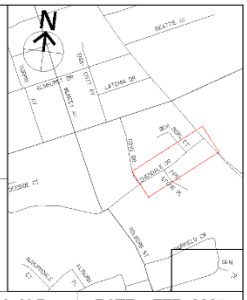
S H PROPOSED TWO-WAY SPEED HUMP

A

MAXIMUM 30

B

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
SHENDALE DRIVE
NORFIELD CRESCENT - ALBION ROAD

FILE NO. ATP-SH-085	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 26 - ATP-SH-086 - Speed Hump Location Plan

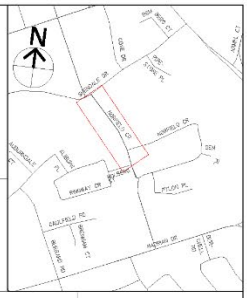
DRAWING CONTINUES TO ATP-SH-087

S H PROPOSED TWO-WAY SPEED HUMP

A

B

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
NORFIELD CRESCENT:
SHENDALE DRIVE- HOLBERG STREET

FILE NO. ATP-SH-086	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 27 - ATP-SH-087 - Speed Hump Location Plan

DRAWING CONTINUES FROM ATP-SH-086

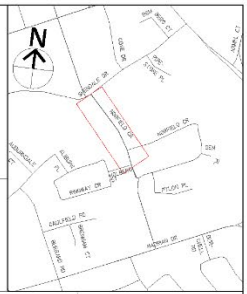
S H PROPOSED TWO-WAY SPEED HUMP

A

TRAFFIC CALMING ZONE
MAXIMUM 30

B

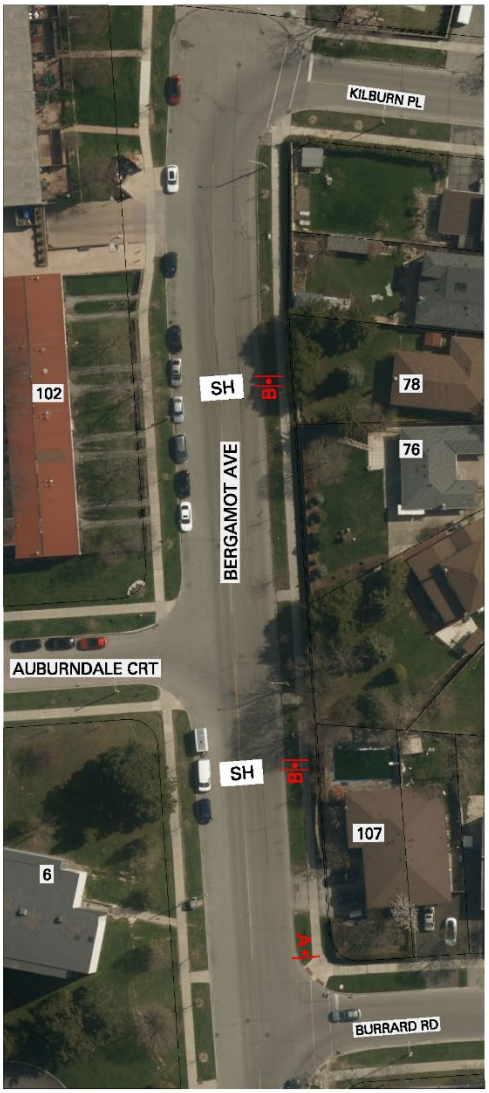
NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED HUMP LOCATIONS PLAN
NORFIELD CRESCENT:
SHENDALE DRIVE- HOLBERG STREET

FILE NO. ATP-SH-087	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 28 - ATP-SH-089 - Speed Hump Location Plan



S H PROPOSED TWO-WAY SPEED HUMP

A

B

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

SPEED HUMP LOCATIONS PLAN
BERGAMOT AVENUE
BURRARD ROAD - KLIBURN PLACE

FILE NO. ATP-SH-089	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 29 - ATP-SH-090 - Speed Hump Location Plan

Attachment 30 - ATP-SH-091 - Speed Hump Location Plan

DRAWING CONTINUES FROM ATP-SH-090

S H PROPOSED TWO-WAY SPEED HUMP

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTE:
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

SPEED HUMP LOCATIONS PLAN
TURPIN AVENUE
GOLFDOWN DRIVE - IRWIN ROAD

FILE NO. ATP-SH-091	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 31 - ATP-SH-111 - Speed Hump Location Plan

SC PROPOSED SPEED CUSHION

A

B

TRAFFIC CALMING ZONE

MAXIMUM 30

NOTE:

THE FINAL DESIGN OR LOCATION OF THE SPEED CUSHION MAY BE ADJUSTED BASED ON THE COMPLETE DESIGN OF THE ONGOING CYCLING INFRASTRUCTURE PROJECT FOR ELMHURST DRIVE

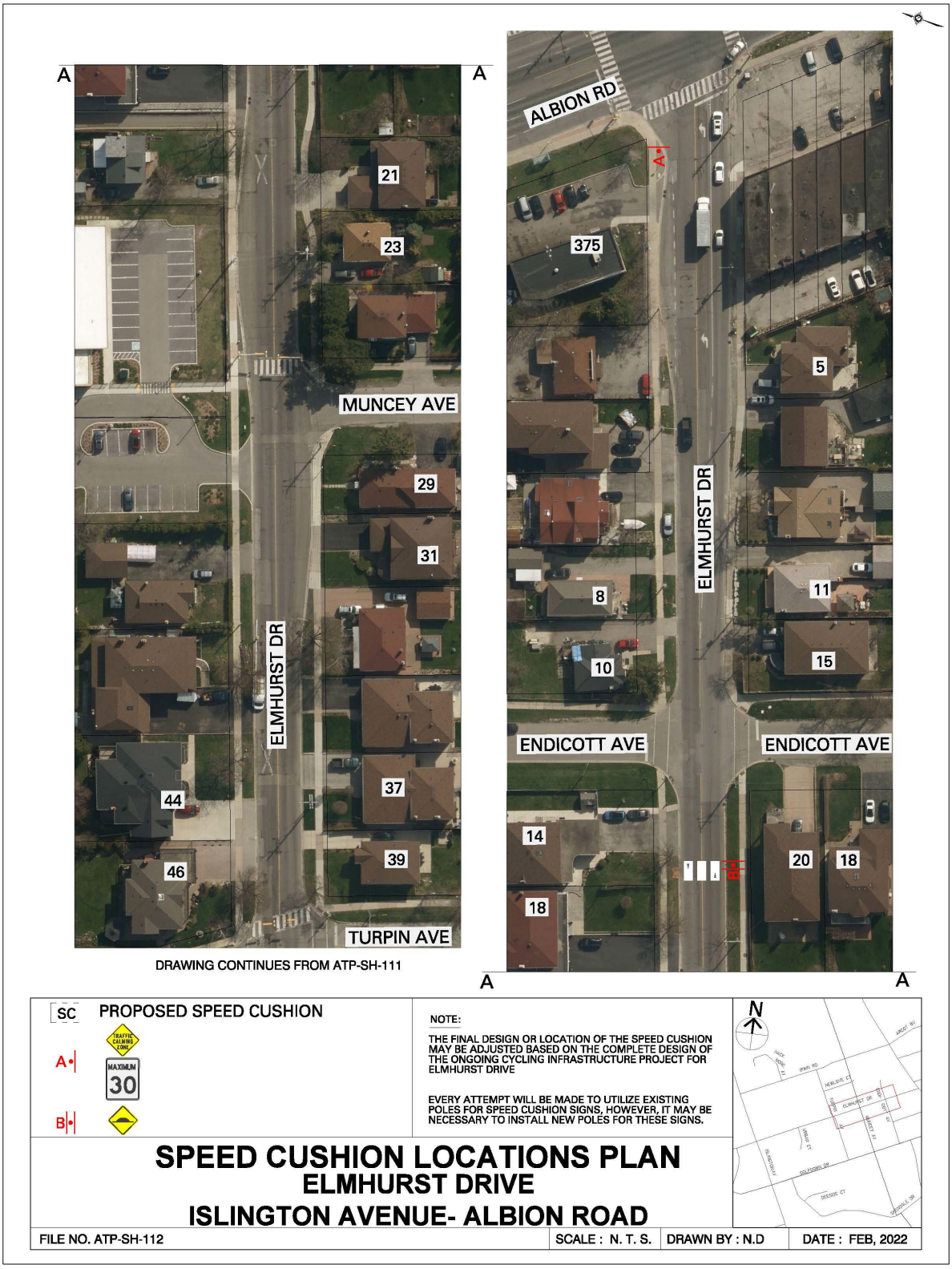
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED CUSHION SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

N

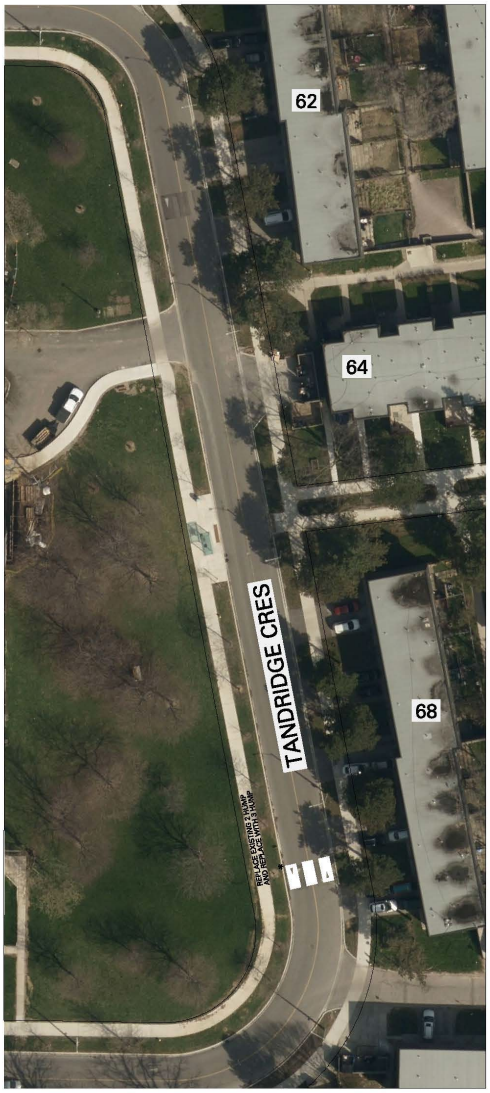
SPEED CUSHION LOCATIONS PLAN
ELMHURST DRIVE
ISLINGTON AVENUE- ALBION ROAD

FILE NO. ATP-SH-111	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 32 - ATP-SH-112 - Speed Hump Location Plan



Attachment 33 - ATP-SH-113 - Speed Hump Location Plan

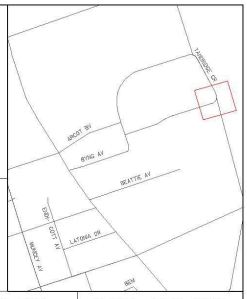


SC PROPOSED SPEED CUSHION

A

B

NOTE:
*SEE DRAWING EY21-036
EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED CUSHION SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.



SPEED CUSHION LOCATIONS PLAN
TANDRIDGE CRESCENT
ARCOT BOULEVARD - ARCOT BOULEVARD

FILE NO. ATP-SH-113	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 34 - ATP-SH-114 - Speed Hump Location Plan

SC PROPOSED SPEED CUSHION

A

B

TRAFFIC CALMING CIRC

MAXIMUM 30

NOTE:

*SEE DRAWING EY21-036

EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED CUSHION SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

SPEED CUSHION LOCATIONS PLAN
TANDRIDGE CRESCENT
ARCOT BOULEVARD - ARCOT BOULEVARD

FILE NO. ATP-SH-114	SCALE : N. T. S.	DRAWN BY : N.D	DATE : FEB, 2025

Attachment 35 - Response from Toronto Paramedic Services

Azlal Sabir

From: EMS Planning
Sent: March 10, 2025 7:47 AM
To: Azlal Sabir
Cc: Atif Sharif; Jennifer Chung; EMS Planning
Subject: Traffic Calming Proposal in Elms-Old Rexdale Neighbourhood

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

The installation of speed humps on the roads listed below 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 roads listed below 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.

Street	Speed Humps	Speed Cushions
Allenby Ave	10	-
Boniface Ave	3	-
Chilcot Ave	4	-
Densmore Ave	3	-
Hadrian Dr	8	-
Burrard Rd	8	-
Chalfont Rd	4	-
Golfdown Dr	7	-
Irwin Rd	6	-
Shendale Dr	9	-
Norfield Cres	3	-
Ringway Cres	1	-
Bergamot Ave	2	-
Turpin Ave	4	-
Elmhurst Drive	-	3
Tandridge Cres	-	1 new speed cushion