

## **Traffic Calming (Speed Humps) - Nymark Avenue**

**Date:** January 31, 2025

**To:** North York Community Council

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

**Wards:** Ward 17, Don Valley North

### **SUMMARY**

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

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

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. North York Community Council authorize the installation of speed humps on Nymark Avenue, between Bellbury Crescent and Glentworth Road.
2. North York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of three (3) speed humps on Nymark Avenue, between Bellbury Crescent and Glentworth Road, generally as shown on Attachment 2, Drawings TC-435 dated December 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Nymark Avenue" from the Director, Traffic Management, Transportation Services.
3. Subject to approval of Recommendations 1 and 2 above, North York Community Council reduce the speed limit from 40 km/h to 30 km/h on Nymark Avenue, between Bellbury Crescent and Glentworth Road, in conjunction with the installation of speed humps.

## **FINANCIAL IMPACT**

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The estimated cost for installing three (3) speed humps on Nymark Avenue, between Bellbury Crescent and Glentworth Road is \$12,000. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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

### **Existing Conditions**

Nymark Avenue 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 12.5 metres
- The daily two-way traffic volume is approximately 2,631 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of public park and detached houses. The subject section of Nymark Avenue is not within designated Community Safety Zone.

A map of the area and proposed locations of the speed humps/speed cushions is included in Attachment 2.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Nymark Avenue, between Bellbury Crescent and Glentworth Road from June 4, 2024 to June 6, 2024.

The study results on Nymark Avenue, between Bellbury Crescent and Glentworth Road, disclosed the following:

- 24-hour average vehicle volume is 2,600 vehicles

- The block length from Bellbury Crescent and Glentworth Road is 400 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 49 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 54 km/h

Based on the study results, Nymark Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is more than 8 km/h over the warranted speed of 40 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Nymark Avenue, between Bellbury Crescent and Glentworth Road.

### **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 people 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 (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Nymark Avenue, between Bellbury Crescent and Glentworth Road, scored 40 ranking points out of a possible 100.

No alterations to parking regulations will be required, nor will the number of parking spaces be affected by the installation of speed humps. Installation of speed humps will have minimal effect on winter services, street cleaning and garbage collection.

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

Toronto Fire and Police Services did not respond at the time of writing of this report. Toronto Paramedic Services' full response is included as Attachment 3. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

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

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Traffic Calming Warrant - Nymark Avenue, between Bellbury Crescent and Glentworth Road

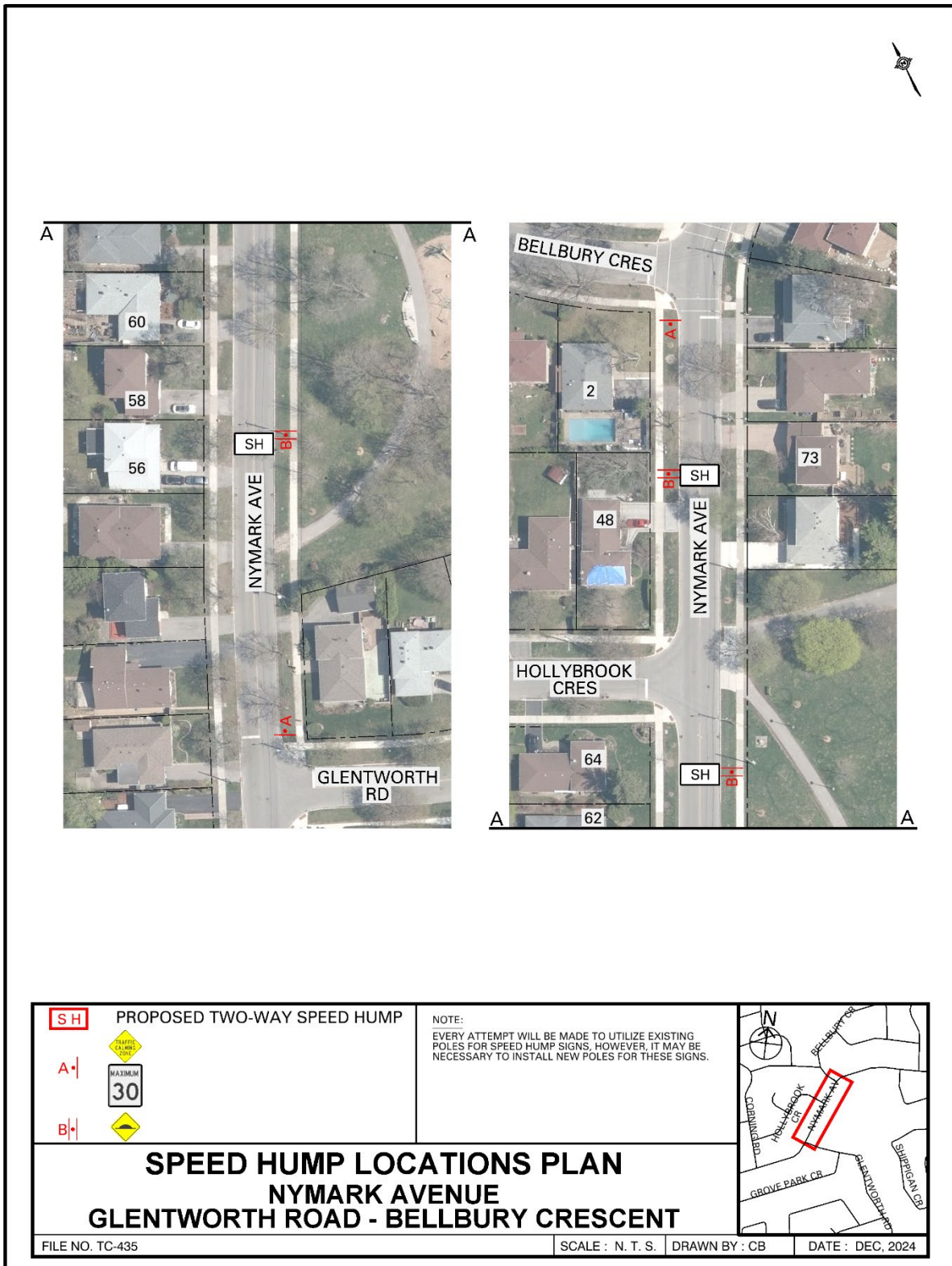
Attachment 2: Speed Hump Locations Plan - Nymark Avenue, between Bellbury Crescent and Glentworth Road

Attachment 3: Letter from Toronto Paramedic Services, dated January 24, 2025

Attachment 1: Traffic Calming Warrant - Nymark Avenue, between Bellbury Crescent and Glentworth Road

Criteria		Requirement	Warrant Satisfied?
Community Support		A direct request from the Ward Councillor OR identified by Transportation Services in consultation with the Ward Councillor	Yes
Eligibility Criteria	Road Classification	Classified as a local or collector roadway, according to the Toronto Road Classification System	Yes
	Sidewalks	Presence of a sidewalk on at least one side of a local roadway and both sides of a collector roadway is preferred but not required	Yes
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	Yes
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (400 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (49 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (54 km/h)

Attachment 2: Speed Hump Locations Plan - Nymark Avenue Bellbury Crescent and Glentworth Road



## Attachment: 3: Letter from Toronto Paramedic Services

Traffic Calming (speed humps): Nymark Avenue between Bellbury Crescent and Glentworth Road

 EMS Planning  
To: Farhad Awabin  
Cc: Jennifer Chung; Atif Sharif; EMS Planning  
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Fri 01/24/2025 8:35 AM

*We have received and reviewed the proposal for installation of speed humps on Nymark Avenue, between Bellbury Crescent and Glentworth Road, with the following comments:*

*The installation of speed humps on Nymark Avenue, between Bellbury Crescent and Glentworth Road, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Nymark Avenue, between Bellbury Crescent and Glentworth Road, 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.*

