

## **Traffic Calming (Speed Humps) - Exbury Road**

**Date:** March 17, 2025

**To:** North York Community Council

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

**Wards:** Ward 6, York Centre

### **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 Exbury Road, between Monclova Road and Troutbrooke Drive. 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 Exbury 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 Exbury Road, between Monclova Road and Troutbrooke Drive.
2. North York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of 6 speed humps on Exbury Road, between Monclova Road and Troutbrooke Drive, generally as shown on Attachment 2, Drawing TC-453 and TC-454 dated January 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Exbury Road" 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 Exbury Road, between Monclova Road and Troutbrooke Drive, in conjunction with the installation of speed humps.

## **FINANCIAL IMPACT**

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The estimated cost for installing 6 speed humps on Exbury Road is \$24,000. 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 Exbury Road, between Monclova Road and Troutbrooke Drive. The residents are concerned that motorists travel at a high rate of speed on Exbury Road.

### **Existing Conditions**

Exbury Road 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 8 metres
- The daily two-way traffic volume is approximately 2,000 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 detached and semi-detached residential dwellings. Exbury Park is located on the south side of the road, just west of Troutbrooke Drive. This subject section of Exbury Road is not within designated Community Safety Zone.

A map of the area and proposed locations of the speed humps 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 Exbury Road between June 27, 2023 and June 29, 2023.

The study results on Exbury Road disclosed the following:

- 24-hour total vehicle volume is 2,284 vehicles
- The block length from Troutbrooke Drive to Monclova Road is 440 metres

- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 50 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 57 km/h

Based on the study results, Exbury Road has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 10 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 Exbury Road, between Monclova Road and Troutbrooke Drive.

### **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 cyclist
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children, 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. Exbury Road, between Monclova Road and Troutbrooke Drive, scored 30 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 Paramedic Services responded and advised of potential delays in emergency response but expressed support for initiatives that enhance community safety. A copy

of their full response is included in Attachment 3. Toronto Fire Services and Toronto Police Service have not provided comments back at the time of writing this report. Installing speed humps will result in slower operating speeds for all vehicles, including emergency service vehicles.

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

## **CONTACT**

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Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services  
416-394-8409, [Shawn.Dillon@toronto.ca](mailto:Shawn.Dillon@toronto.ca)

## **SIGNATURE**

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

## **ATTACHMENTS**

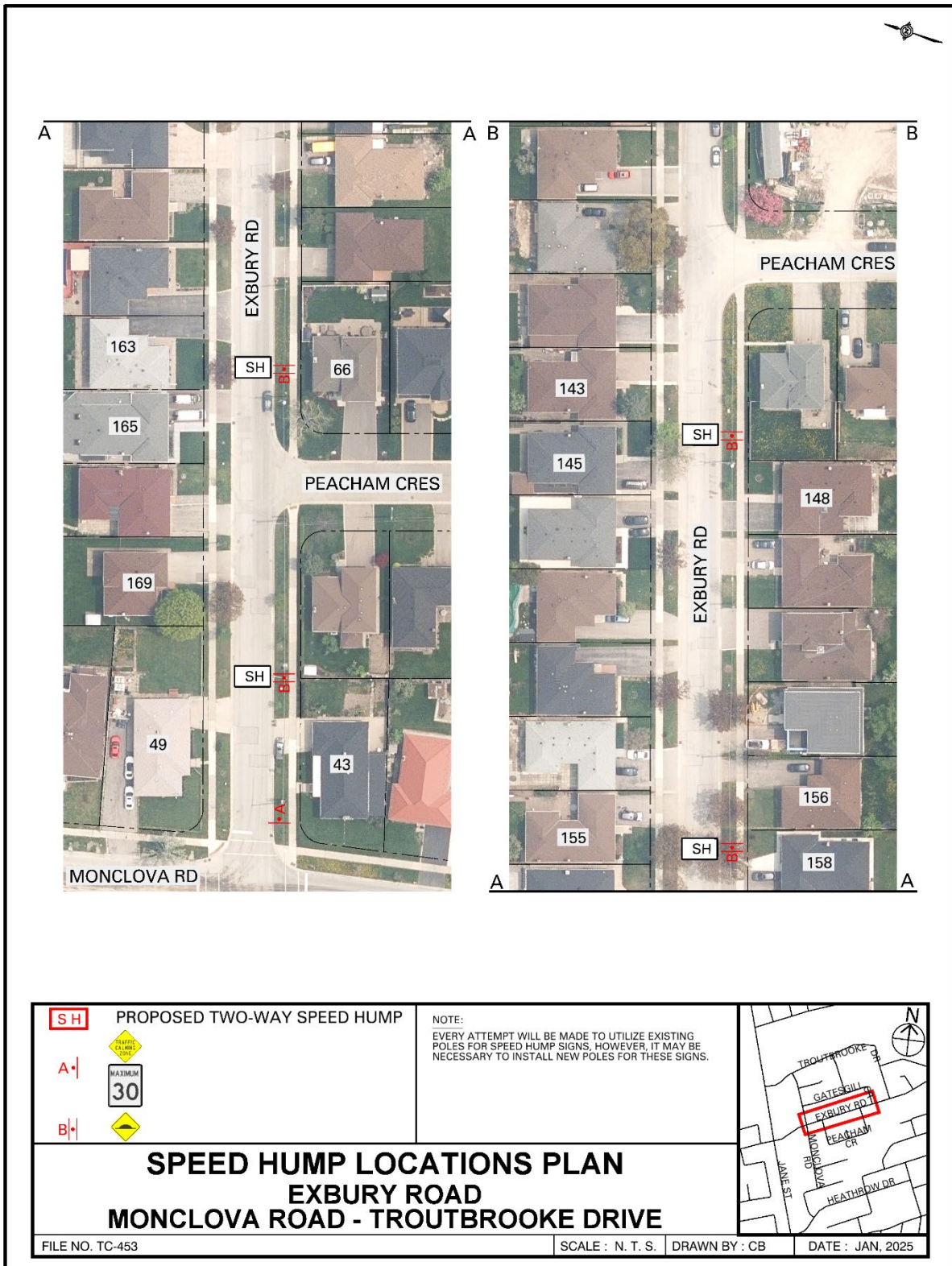
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Attachment 1: Traffic Calming Warrant - Exbury Road  
Attachment 2: Speed Hump Locations Plan - Exbury Road, Monclova Road - Troutbrooke Drive  
Attachment 3: Letter from Toronto Paramedic Services, dated January 21, 2025

## Attachment 1: Traffic Calming Warrant - Exbury 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 (2284)
	Road Grade	Maximum roadway grade of up to 5%, can be considered in locations where the road grade is between 5% and 8% with additional review	Yes
	Emergency Services	No significant impacts on emergency services, including Toronto Fire, Paramedic and Police Services	Yes/No
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	N/A
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (440 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (10 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (17 km/h)

Attachment 2: Speed Hump Locations Plan - Exbury Road, Monclova Road - Troutbrooke Drive





<p><b>SH</b></p> <p><b>A</b></p> <p><b>B</b></p>	<p><b>PROPOSED TWO-WAY SPEED HUMP</b></p> <p>TRAFFIC CALMING SIGN</p> <p>MAXIMUM 30</p> <p>TRAFFIC CALMING SIGN</p>	<p><b>NOTE:</b> 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.</p>	
<p><b>SPEED HUMP LOCATIONS PLAN</b> <b>EXBURY ROAD</b> <b>MONCLOVA ROAD - TROUTBROOKE DRIVE</b></p>			
<p>FILE NO. TC-454</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : CB</p>	<p>DATE : JAN, 2025</p>

Attachment 3: Letter from Toronto Paramedic Services, dated January 21, 2025

**Humera Khatoon**

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**From:** EMS Planning  
**Sent:** January 21, 2025 7:57 AM  
**To:** Humera Khatoon  
**Cc:** Atif Sharif, Jennifer Chung; EMS Planning; EMS Planning  
**Subject:** Request for comments on speed humps on Exbury Road

*We have received and reviewed the proposal for installation of speed humps on Exbury Road, between Monclova Road and Troutbrooke Drive, with the following comments:*

*The installation of speed humps on Exbury Road, between Monclova Road and Troutbrooke Drive, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Exbury Road, between Monclova Road and Troutbrooke Drive, 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.*