DA TORONTO

REPORT FOR ACTION

Lawrence Park Transportation Plan

Date: May 16, 2025
To: North York Community Council
From: Director, Planning, Design and Management, Transportation Services
Wards: Ward 15, Don Valley West

SUMMARY

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

The purpose of this report is to conclude the Lawrence Park Transportation Plan, a study intended to inform the detailed design phase and implementation phases of the Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) and Road Improvement Class Environmental Assessment (EA); make interim road improvements in advance of the EA implementation; and make road improvements that are independent of the EA implementation.

The Lawrence Park Transportation Plan was initiated in response to a request of North York Community Council in 2019. Since that time the City has established the Neighbourhood Streets Plan program to manage requests of this nature. Full details about the program are available at <u>www.toronto.ca/neighbourhoodstreetsplans</u>.

Proposed changes include the installation of traffic calming measures, intersection realignments, and raised crosswalks. Intersection modifications and raised crosswalks will be advanced by the EA implementation project. Subject to approval from North York Community Council, traffic calming measures will be advanced on the routes indicated on the map in Attachment 19, independent of the EA implementation.

RECOMMENDATIONS

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

1. North 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. Three speed humps on Buckingham Avenue between Dinnick Crescent and Wanless Crescent (west leg) for traffic calming purposes, generally as shown on Attachment 7, dated September 2024, to the report (May 16, 2025), from the Director, Planning, Design and Management, Transportation Services;

b. Four speed humps on Cheltenham Avenue between Dinnick Crescent and St. Ives Crescent (west leg) for traffic calming purposes, generally as shown on Attachment 6, dated September 2024, to the report (May 16, 2025), from the Director, Planning, Design and Management, Transportation Services;

c. Four speed humps on Dinnick Crescent between Mount Pleasant Road and Cheltenham Avenue for traffic calming purposes, generally as shown on Attachment 5, dated September 2024, to the report (May 16, 2025), from the Director, Planning, Design and Management, Transportation Services;

d. One speed hump on Glengowan Road between Mount Pleasant Road and Dundurn Road for traffic calming purposes, generally as shown on Attachment 17, dated September 2024, to the report (May 16, 2025) from the Director, Planning, Design and Management, Transportation Services;

e. Two speed humps on Lawrence Crescent (southwest leg) between Lympstone Avenue and Mount Pleasant Road for traffic calming purposes, generally as shown on Attachment 15, dated May 2025, to the report (May 16, 2025), from the Director, Planning, Design and Management, Transportation Services;

f. One speed hump on Lympstone Avenue between St. Edmund's Drive and Weybourne Crescent for traffic calming purposes, generally as shown on Attachment 16, dated September 2024, to the report (May 16, 2025) from the Director, Planning, Design and Management, Transportation Services;

g. Twenty-one speed humps on St. Leonard's Avenue between Weybourne Crescent and Bayview Avenue for traffic calming purposes, generally as shown on Attachment 10, Attachment 11, Attachment 12, Attachment 13 and Attachment 14 dated September 2024, to the report (May 16, 2025) from the Director, Planning, Design and Management, Transportation Services;

h. One speed hump on St. Leonard's Crescent (east leg) between St. Leonard's Avenue and Dawlish Avenue for traffic calming purposes, generally as shown on Attachment 18, dated September 2024, to the report (May 16, 2025) from the Director, Planning, Design and Management, Transportation Services;

i. Eight speed humps on Dawlish Avenue between Weybourne Crescent and Dundurn Road for traffic calming purposes, generally as shown on Attachments 8 and 9, dated September 2024, to the report (May 16, 2025) from the Director, Planning, Design and Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for the installation of one speed hump is \$4,000; up to 45 speed humps are recommended, a total cost of \$180,000. Funding is available, categorized as health and safety, in the approved 2025-2034 Capital Budget and Plan for Transportation Services.

Opportunities to achieve financial efficiency by coordinating with the implementation of the Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) and Road Improvement Class Environmental Assessment will be pursued.

DECISION HISTORY

In December 2024, North York Community Council referred item 2024.N19.4 back to the Director, Planning, Design and Management, Transportation Services for additional community engagement and awareness, in consultation with the local City Councillor. https://secure.toronto.ca/council/agenda-item.do?item=2024.NY19.4

In December 2024, North York Community Council referred item 2024.N19.5 back to the Director, Planning, Design and Management, Transportation Services to conduct updated traffic counts by the third quarter of 2025, and report back with the results and options to mitigate traffic infiltration onto Wanless Crescent. Crescent.https://secure.toronto.ca/council/agenda-item.do?item=2024.NY19.5

In October 2024, North York Community Council deferred item 2024.NY18.26 Lawrence Park Traffic Management Plan until the December 3, 2024 meeting of North York Community Council to enable the newly elected local City Councillor to participate in the vote on the item.

https://secure.toronto.ca/council/agenda-item.do?item=2024.NY18.26

In October 2024, North York Community Council deferred item 2024.NY18.25 -Lawrence Avenue East and Wanless Crescent - Traffic Control Signals until the December 3, 2024 meeting of North York Community Council to enable the newly elected local City Councillor to participate in the vote on the item. https://secure.toronto.ca/council/agenda-item.do?item=2024.NY18.25

In June 2019, North York Community Council adopted item 2019.NY7.24 Lawrence Park Traffic Management Plan, directing Transportation Services to develop a Traffic Management Plan and implement changes in coordination with the Lawrence Park Environmental Assessment.

https://secure.toronto.ca/council/agenda-item.do?item=2019.NY7.24

In May 2017, City Council adopted item 2017.PW21.3 Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) and Road Improvement Class Environmental Assessment Study and authorized the implementation of the Master Plan to address road infrastructure problems and mitigate the risk of basement flooding. <u>https://www.toronto.ca/legdocs/mmis/2017/pw/bgrd/backgroundfile-103217.pdf</u> In response to a request from North York Community Council in 2019, staff initiated a transportation study of Lawrence Park to inform the detailed design phase and implementation phases of the Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) and Road Improvement Class Environmental Assessment (EA); make interim road improvements in advance of the EA implementation; and make road improvements that are independent of the EA implementation. The Lawrence Park Transportation Plan complements, and does not reconsider, the Council-approved recommendations identified through the EA study phase.

The Lawrence Park Transportation Plan study area is bounded by Lawrence Avenue East on the north, Bayview Avenue on the east, the Sherwood Park and Lawrence Park Ravine network to the south and Yonge Street on the west. A map of the study area can be seen in Attachment 1.

Existing Conditions

Study Focus

Three primary concerns have been raised by the Lawrence Park community: vulnerable road user safety; volume of motor vehicles using local roads for circulation; and motor vehicle speeds.

Street Network Characteristics

The Lawrence Park area is characterized by a grid-like road network consisting of four arterial roads (Bayview Avenue, Lawrence Avenue East, Mount Pleasant Road and Yonge Street), two collector roads (Blythwood Road, Mildenhall Road), and local roads (all remaining road segments). The majority of the area is designated for residential use, however there is commercial designation fronting on Yonge Street and institutional areas fronting on Bayview Avenue. Community destinations within the neighbourhood include two schools; several parks and ravine access points; a library; childcare centres; a community centre; and other community amenities. Key destinations adjacent to the study area include: Lawrence Subway Station; Sunnybrook Hospital; Toronto French School; Glendon College; Holland-Bloorview Kids Rehabilitation Hospital; and Toronto Rehabilitation Institute Rumsey Centre.

Local and collector roads within the residential neighbourhood have speed limits of 30 km/h. Local roads range from 6 - 9.4 metres wide and collector roads are 8.5 metres wide. Two-way travel movements are permitted on all collector and local roads. The majority of roadways permit daytime parking on one or both sides of the road. The sidewalk network is not complete, especially east of Mount Pleasant Boulevard. Sidewalks are available on at least one side of all roads west of Mount Pleasant Boulevard. Less than 50% of roads have sidewalks on one or both sides east of Mount Pleasant Boulevard. All existing sidewalks in Lawrence Park meet or are above the standard minimum width of 1.5 metres. Improving the sidewalk network and connectivity within the neighbourhood was a key consideration of the 2017 Environmental Assessment.

There is no designated cycling infrastructure on roadways in the study area. The Blythwood Ravine Park Trail and Sherwood Park Trail, which provide pedestrian and cycling connections, are the southern boundary of the study area. Bicycle parking is available in the study area along the major arterials and at local destinations, and four Bike Share Toronto stations are located within (or within close proximity) to the study area (refer to the <u>Bike Share System Map</u> for latest locations).

Personal vehicle trips account for approximately four in every five trips starting or ending in Lawrence Park, according to the <u>Transportation Tomorrow Survey</u> (TSS). The TTS is a regional study conducted by the University of Toronto Data Management Group that aims to collect information about urban travel patterns in southern Ontario. According to the most recent TTS, Lawrence residents typically choose motor vehicle travel (81%) over walking (5%), cycling (2%) and taking public transit (11%). Table 1 displays average mode share in Lawrence Park, compared to the City-wide average.

Mode	Lawrence Park	City-wide Average
Motor vehicle	60%	46%
Passenger in motor vehicle	21%	11%
Walking	5%	13%
Cycling	2%	13%
Transit	11%	28%

Table 1: Average mode share in Lawrence Park versus the City of Toronto

Planned Road Changes

In 2017, the City completed the Lawrence Park Neighbourhood Investigation of Basement Flooding & Road Improvement Environmental Assessment (EA). To address road conditions and to reduce the risk of basement flooding, the EA identified road and infrastructure improvements including road reconstruction, road resurfacing, new sidewalks as well as sewer upgrades.

- City Council approved the EA recommendations including:
- 11 km of roadway reconstruction, including 6.4 km modification from rural to urban cross section
- 3.7 km of roadway resurfacing
- 2.6 km of new sidewalk
- 11.2 km of sewer improvements

The Lawrence Park Transportation Plan builds on, and does not reconsider, the previous Council decisions. The Transportation Plan responds to community concerns and traffic management requests that were not addressed in the EA process.

Community Concerns

Throughout the 2017 Environmental Assessment Study process, area residents and local interest groups raised concerns about traffic behaviours and travel patterns in Lawrence Park. The volume of motor vehicles on local roads, non-compliance with traffic regulations, speeding by motor vehicles, road user safety and atypical geometric design of intersections are among the most frequently cited concerns. Residents have also submitted a series of petitions related to speed management and requests for traffic calming. These concerns were restated to the Lawrence Park Transportation Plan study team throughout the community engagement described below.

Traffic Volume and Speed

Traffic data was collected and analyzed to assess traffic trends in the neighbourhood. Traffic data used to inform the plan was collected between fall 2021 and Spring 2023. Traffic studies are available for public viewing on the City's <u>Open Data portal</u>.

Traffic studies indicate that the volume of vehicles is below the expected maximum indicated in the Road Classification guidelines for local and collector roads, 2,500 and 8,000 vehicles per day, respectively. Traffic volumes on local roads range between 270 and 1,700 vehicles per day, and traffic volumes on collector roads range between 2,200 and 8,000 per day.

Speed studies collect precise travel speed data from motor vehicles. Studies indicated there are local roads in the neighbourhood where motor vehicles travel over 38 km/h (8 km/h above the posted limit), which is one of the qualifying considerations for a street to be recommended to have speed humps.

Road Safety (10 Year Collision History)

Ten-year collision history was reviewed with an emphasis on collisions involving vulnerable road users and those that resulted in a death or serious injury. Collision history provided by the Toronto Police Service for the ten-year period ending in June 2024, indicated that there have been seven collisions that resulted in a death or serious injury within the study area.

Of the seven collisions that resulted in a death or serious injury, six occurred on the arterial roads that bound the neighbourhood (Bayview Avenue, Lawrence Avenue East, Mount Pleasant Boulevard, Yonge Street) and one took place on a local road in Lawrence Park. Four collisions involved a pedestrian, one involved a person cycling and two collisions resulted in a pedestrian fatality. Refer to Attachment 2 for a ten-year summary of collisions that resulted in a death or serious injury.

Traffic Management Measures - Speed Management & Volume Management

Speed management tools such as automated speed enforcement cameras (ASEs) and Watch Your Speed signs encourage compliance with the regulatory speed limit. Temporary automated speed enforcement cameras were rotated to locations on Blythwood Road near Blyth Dale Road in 2021 and 2024, and Lawrence Avenue East near Mildenhall Road in 2021. Speed limit reductions were implemented on all local and collector roads in the study area in 2018; the speed limit on all local roads is now 30km/h and the speed limit on Mildenhall Road and Blythwood Road (collector roads) is now 40km/h.

Volume management tools, such as turn restrictions, have been implemented to reduce the number of vehicles on local roads and discourage infiltration of through traffic onto local streets. Turn restrictions are in effect at all ingress points from Bayview Avenue (Wood Avenue, St Leonard's Avenue, Dawlish Avenue and Blythwood Road) during the weekday, morning peak period (7a.m. to 9a.m.). There is also turn prohibition onto Mildenhall Road from Lawrence Avenue East during the weekday, morning peak period (7a.m. to 9a.m.).

The areas surrounding Blythwood Junior Public School and Sunny View Junior and Senior Public School were designated as School Safety Zones in 2020. As a standard practice in SSZs, permanent Watch Your Speed signs, flashing beacons, and enhanced pavement markings were implemented to improve road user safety, specifically for school-aged children.

Traffic at local intersections is controlled by stop controls and all-way stop controls. Intersections of two arterial roadways, or an arterial roadway and collector roadway are controlled by traffic control signals. Pedestrian head start signals have been introduced at four intersections with traffic control signals to provide pedestrians an opportunity to begin crossing the street before vehicles proceed and establish a presence in the crosswalk. A pedestrian crossover is located at one intersection in the study area, and six intersections are supported by crossing guards during the school year. There is a red-light camera at the Yonge Street and Lawrence Avenue intersection; it detects and captures images of vehicles making illegal movements on red lights. The locations of safety measures are publicly available on the <u>Vision Zero Mapping Tool</u>.

Public Engagement

Public consultation was conducted to enrich the study team's understanding of traffic issues in the neighbourhood, and to understand the extent to which proposed changes were supported by the community.

A variety of methods were used to notify members of the public and community interest groups of the project and opportunities to participate:

- Project webpage (<u>www.toronto.ca/LawrenceParkTP</u>)
- Notices via Canada Post Neighbourhood Mail (2,248 addresses)
- Email to project emailing list, including resident' associations, ratepayers association, community groups and institutions (200 contacts)

Engagement activities included:

- June-July 2024: An online survey, dedicated phone number and email address collected feedback about the proposed changes. The online survey asked questions about the level of support for the proposed changes, 188 unique responses were received. Comments via email or telephone were received from 36 individuals.
- June 25, 2024: A virtual public meeting was held on June 25, 2024. At the public meeting, staff shared a summary of the previously completed Lawrence Park

Neighbourhood Investigation of Basement Flooding & Road Improvement Environmental Assessment, presented the LP Transportation Plan and answered questions from participants. It was attended by 62 people.

Overall, public feedback collected identified mixed support for proposed changes and potential speed management tools:

- 52 percent of survey respondents support a traffic control signal at Lawrence Avenue East and Wanless Crescent
- 58 percent of survey respondents support flexible speed signs as a speed management tool
- 62 percent of respondents support speed humps as a speed management tool
- 46 percent of respondents support chicanes as a speed management tool

Feedback collected at the public meeting, via email and phone and in open-text survey questions acknowledged the general need for safety improvements, specifically changes that improve conditions for children and seniors, such as traffic calming and intersection safety improvements. Participants were concerned about existing traffic volumes, and potential future traffic infiltration caused by the proposed traffic control signal. Many participants who provided feedback via email expressed desire to advance changes as soon as possible, before the completion of the basement flooding protection project and associated road work. Speed humps were the most common change requested to be delivered as soon as possible.

More information and detailed consultation feedback is available in the consultation report on the <u>project website</u>.

A community update meeting was held on May 1st, 2025 with the new Ward 15 Councillor to review the recommendations of this report. Invitations to the community update meeting were sent via Canada Post Neighbourhood Mail (2,248 addresses).

Transportation Plan Components

Road Safety Improvements

Intersection Improvements

Safety improvements are planned at intersections in the EA study area where road reconstruction and resurfacing work will be completed. New intersection designs will bring intersections up to current standards and guidelines, improve road user safety and accessibility. Design elements will help slow vehicles, improve sightlines and decrease the pedestrian crossing distances.

Two types of intersection improvements will be considered in the detailed design stage: intersection realignment and raised crosswalks. Intersection realignments modify the layout of intersections to improve safety, reducing the crossing distance for pedestrians and increasing visibility among all road users. Intersection realignments may narrow vehicle lanes to reinforce appropriate speeds, lane positioning and yielding. All intersections will be considered for realignment to ensure alignment with City design standards.

Raised crosswalks are higher in elevation than the adjacent roadway and provide benefits like improving visibility of pedestrians, increasing motorist awareness of the crosswalk location, encouraging slower driving speeds and better compliance at stop signs. Raised intersections will be considered at intersections in School and Community Safety zones.

Traffic Control Signal

Introducing traffic controls can provide clarity on expected road user behaviour and consequently improve safety for all road users.

Requests were received to implement a traffic control signal at the intersection of Lawrence Avenue East and Wanless Crescent (west side). Residents expressed concerns about the existing north-south crossing conditions and connection across Lawrence Avenue East at this intersection. Staff analyzed the request to install a traffic control signal.

A companion report to December 3, 2024 meeting of North York Community Council titled "Traffic Control Signals - Lawrence Avenue East and Wanless Crescent" was referred to staff for further analysis. Transportation Services currently developing new policies and guidelines for pedestrian crossings, including expanding use of intersection pedestrian signal, also known as "half-signals", at locations like this one, where the desired outcome is to protect pedestrian movements across a main street, without facilitating more vehicular traffic along the cross street. This location is being considered as part of that work. Staff will report to North York Community Council with an updated recommendation once new data is collected and new policies have been considered by City Council.

Traffic Calming

Speed Management Measures

Area residents expressed concerns about motor vehicle speeds throughout Lawrence Park, highlighting that aggressive driving and speeds above the posted speed limit were common behaviours, especially on streets intersecting with major arterial roads and east/west routes connecting Yonge Street to Bayview Avenue.

The scope of the EA implementation project includes road narrowing and shifted alignments on roadways that are being reconstructed. Changes to the width and design of the roadways will result in visual narrowing that is expected to contribute to lower vehicle speeds and improved compliance with the speed limit. Road narrowing also provides an opportunity to accommodate mature trees and minimize tree loss. Attachment 3 shows a map of the planned road work in Lawrence Park.

The Lawrence Park Transportation Plan study area included both the EA study area and roads west of it. Staff assessed alternative speed management opportunities with an emphasis on roadways outside of the EA study area, and roads that will not be fully redesigned with speed management benefits as part of this study.

Speed studies conducted in the neighbourhood identify the operating speeds of motor vehicles; the speed at which 85 and 95 percent of traffic is travelling at or below. The

results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by City Council. Studies conducted confirmed that some local roads in the neighbourhood experience 85 percentile operating speeds at 8km/h or more over the posted speed limit, and/or 95 percentile speeds at 15km/h or more over the posted speed limit. Local roads where speeding was observed are identified in Table 2.

Roadway From			Daily	85th Percentile Speed		95th Percentile Speed	
	То	Traffic Volume	Results	Warrant Require ment	Results	Warrant Require ment	
Buckingh am Avenue	Dinnick Cresce nt	Wanless Crescent	664	46.8 km/h	38 km/h	50.8 km/h	45 km/h
Cheltenha m Avenue	Dinnick Cresce nt	St Ives Crecent	482	39.5 km/h	38 km/h	44.1 km/h	45 km/h
Dinnick Crescent	Mount Pleas- ant Road	Chelten- ham Avenue	1063- 1364	37.7-42.9 km/h	38 km/h	43.5-47.8 km/h	45 km/h
Dawlish Avenue	Weybo urne Cresce nt	Dundurn Road	1585- 1682	42.3 km/h	38 km/h	45.9 km/h	45 km/h
Glengowa n Road	Mount Pleasa nt Road	Dundurn Road	790-810	38-42.3 km/h	38 km/h	43.4-45.9 km/h	45 km/h
Lawrence Crescent	Lympst one Avenue	Mount Pleasant Road	937	38.8 km/h	38 km/h	42.1 km/h	45 km/h
Lympston e Avenue	St Edmun ds Drive	Weybour ne Crescent	971	44.2 km/h	38 km/h	48.6 km/h	45 km/h
St Leonard's Crescent	St Leonar d's Avenue	Dawlish Avenue	328	38.2 km/h	38 km/h	41.5 km/h	45 km/h

Table 2: Neighbourhood Streets Speed and Volume Study Results

			Daily	85th Percentile Speed		95th Percentile Speed	
Roadway	From	To Traffic Volume	Traffic Volume	Results	Warrant Require ment	Results	Warrant Require ment
St Leonard's Avenue	Weybo urne Cresce nt	Bayview Avenue	1558- 1790	39.7-45.8 km/h	38 km/h	44.8-49.9 km/h	45 km/h

Staff investigated all traffic calming options that are outlined in the <u>Traffic Calming</u> <u>Guide for Toronto</u> and consulted with area residents on speed management strategies.

Speed humps were determined to be the most appropriate strategy to improve compliance with the regulatory speed limits. Feedback collected through public consultation also indicated stronger support for speed humps over other speed management tools.

Speed humps are the most common traffic calming measure used in the City because of their effectiveness, delivery timelines and low cost. Speed humps are raised sections of the roadway designed to discourage motor vehicle drivers from travelling at excessive speeds. They are installed mid-block and used on local and collector roads only and provide benefits of effective speed and volume reduction, improved safety conditions, minimal impact on people cycling, snow clearing and emergency service. Speed humps would be installed in the short-term (within 1-2 construction seasons) and do not impact parking or City services (e.g. snow clearing, garbage removal).

Consultation activities facilitated for the LP Transportation plan indicated support for speed humps. Strong support for speed humps was expressed at the virtual public meeting and via email correspondence. Participants who supported the installation of speed humps felt that they are the most effective traffic calming measure and would address issues of speeding and improve neighbourhood safety. Participants who did not support the installation of speed humps were concerned about their impact to snow clearing, emergency vehicle response times and vehicle noise.

Of the 174 respondents:

- 62 percent supported speed humps
- 9 percent felt neutral about speed humps
- 27 percent did not support speed humps
- 1 percent were unsure

Based on the study results, all roadways in Table 2 satisfied the warrant criteria for both minimum block length and minimum vehicle speeds. The block lengths are greater than 120 metres, and either the 85 percentile or 95 percentile minimum speeds are met. 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 Buckingham Avenue, Cheltenham Avenue, Dinnick Crescent, Dawlish Avenue, Glengowan Road, Lawrence Crescent, Lympstone Avenue, St Leonard's Crescent and St Leonard's Avenue.

Speed humps are recommended along the full length of St Leonard's Avenue between Weybourne Crescent and Bayview Avenue. St Leonard's Avenue between Mount Pleasant Road and Bayview Avenue is included in the basement flooding protection project and associated road reconstruction plans, however, resident feedback indicated strong support for speed hump installation in advance of road reconstruction (targeted to begin in 2026). Email correspondences and petitions were received throughout public consultation requesting the short-term installation of speed humps. 85 percentile operating speeds on St Leonard's Avenue range between 39.7-45.8 km/h, 9.7-15.8km/h over the posted speed limit.

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.

Roadway	From	То	Prioritization Score
St Leonard's Avenue	Weybourne Crescent	Bayview Avenue	51
Buckingham Avenue	Dinnick Crescent	Wanless Crescent	48
Dinnick Crescent,	Mount Pleasant Road	Cheltenham Road	35

Table 3: Prioritization Scores for Neighbourhood Streets

Roadway	From	То	Prioritization Score
Lympstone Avenue	St Edmond's Drive	Weybourne Crescent	28
Glengowan Road	Mount Pleasant Road	Dundurn Road	24
Lawrence Crescent	Lympstone Avenue	Mount Pleasant Avenue	17
Cheltenham Avenue	Dinnick Crescent	St Ives Crecent	12
St Leonard's Crescent	St Leonard's Avenue	Dawlish Avenue	12

No alterations to parking regulations would be required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps would 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 Services responded and advised that they do not support this proposed speed hump installation as it may negatively impact service delivery. Toronto Fire Services is supportive of initiatives that improve safety road users in 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. Toronto Fire Services recommends non-physical measures to be considered and evaluated to determine if desired results can be obtained without imposing a physical obstacle to emergency vehicles. Responses from Toronto Fire Services are included in Attachment 4.

Toronto Paramedic Services responded and advised that the installation of speed humps will impact response and transport times for residents that reside on the roadway where speed humps are installed. Impacts may extend to community members if the roadways listed serve access to other roadways. They advised 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 Toronto Paramedic Services endeavour to support the wishes of the community to implement measures to improve upon these components. A map of the proposed locations of the speed humps is included in Attachments 5-18.

Implementation Timeline

Subject to North York Community Council approval, speed hump installation is targeted for completion in one to two construction seasons.

Intersection realignments and raised intersections will be advanced as part of the EA implementation project. Community engagement in the first package of detailed designs for the implementation project is currently scheduled for fall 2025.

Conclusion

The development of the Lawrence Park Transportation Plan was informed by traffic data, City polices and standards, public feedback, and professional opinion of staff. It builds on the Council-approved recommendations from the Lawrence Park Neighbourhood Investigation of Basement Flooding (Area 20) and Road Improvement Class Environmental Assessment (EA).

Public consultation was a key element of the project approach. Area residents and community interest groups were given opportunities to share their concerns and ideas for improvements to enrich staff's understanding of traffic issues and opportunities in the neighbourhood. The public was also surveyed to understand the extent to which recommendations are supported by the community. Surveying results indicated general support for the proposed changes.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1 - Study Area Map Attachment 2 - Collision Data Review for Lawrence Park Study Area Attachment 3 - Basement Flooding & Road Improvement Work Attachment 4 - Fire Services Responses Attachment 5 - Speed Hump Location Plan ATP-24-LP-SH-038

Lawrence Park Transportation Plan

Attachment 6 - Speed Hump Location Plan ATP-24-LP-SH-039 Attachment 7 - Speed Hump Location Plan ATP-24-LP-SH-040 Attachment 8 - Speed Hump Location Plan ATP-24-LP-SH-041 Attachment 9 - Speed Hump Location Plan ATP-24-LP-SH-042 Attachment 10 - Speed Hump Location Plan ATP-24-LP-SH-043 Attachment 11 - Speed Hump Location Plan ATP-24-LP-SH-044 Attachment 12 - Speed Hump Location Plan ATP-24-LP-SH-045 Attachment 13 - Speed Hump Location Plan ATP-24-LP-SH-046 Attachment 14 - Speed Hump Location Plan ATP-24-LP-SH-047 Attachment 15 - Speed Hump Location Plan ATP-24-LP-SH-048 Attachment 16 - Speed Hump Location Plan ATP-24-LP-SH-049 Attachment 17 - Speed Hump Location Plan ATP-24-LP-SH-050 Attachment 18 - Speed Hump Location Plan ATP-24-LP-SH-051 Attachment 18 - Speed Hump Location Plan ATP-24-LP-SH-051 Attachment 19 - Summary Map of Streets with Speed Hump Locations

Attachment 1 - Study Area Map



Attachment 2 - Collision Data Review for Lawrence Park Study Area

Collision History (2014-2024) in the study area that resulted in a death or serious injury

Location	Date	Collision Type
Lawrence Avenue East and Yonge Street	June 7, 2015	Cyclist - Vehicle
Buckingham Avenue and Dinnick Crescent	June 14, 2015	Pedestrian - Vehicle
Lawrence Avenue East and Yonge Street	May 15, 2018	Pedestrian - Vehicle
Lawrence Avenue East between Ronan Avenue and Wanless Crescent	December 9, 2018	Vehicle lost control
Bayview Avenue between Wood Avenue and St Leonard's Avenue	September 19, 2019	Vehicle - Vehicle
Lawrence Avenue East between Dinnick Crescent and Ardrossan Place	September 8, 2022	Pedestrian - Vehicle
Lawrence Avenue East and Yonge Street	February 2, 2024	Pedestrian - Vehicle



Attachment 3 - Basement Flooding & Road Improvement Work

Attachment 4 - Fire Services Response



Paul Raftle

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Email: OfficestibeFireChief@terosts.ca

September 17, 2024

Deputy City Manager Community & Social Services

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (Buckingham Avenue from Dinnick Crescent to Wanless Crescent) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location (Buckingham Avenue from Dinnick Crescent to Wanless Crescent 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,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Email: Offices fthe Pire Chief Pterosto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (Cheltenham Avenue from Dinnick Crescent to St. Ives Crescent) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Cheltenham Avenue from Dinnick Crescent to St. Ives Crescent** 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,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices the FireChief Starouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (Dawlish Avenue from Mount Pleasant Road to Dundurn Road) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Dawlish Avenue from Mount Pleasant Road to Dundurn 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,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Email: Offices fthe Pire Chief Pterouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (Dawlish Avenue from Weybourne Crescent to Mount Pleasant Road) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Dawlish Avenue from Weybourne Crescent to Mount Pleasant 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,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices the FireChief Starouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (Dinnick Crescent from Mount Pleasant Road to Rochester Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Dinnick Crescent from Mount Pleasant Road to Rochester Avenue** and provide the following comments.

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

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

Regards,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Email: Offices fthe Pire Chief Pterouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (Dinnick Crescent from Rochester Avenue to Cheltenham Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Dinnick Crescent from Rochester Avenue to Cheltenham Avenue** and provide the following comments.

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

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

Regards,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Email: Offices the FireChief Pteronto.ca

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (Glengowan Road from Mount Pleasant Road to Dundurn Road) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **Glengowan Road from Mount Pleasant Road to Dundum 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,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices fibeFireChief @teroute.ca

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (Lawrence Crescent from Lympstone Avenue to Mount Pleasant Road) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location Lawrence Crescent from Lympstone Avenue to Mount **Pleasant 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,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices the FireChief Starouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (St Leonards Crescent from St. Leonards Avenue to Dawlish Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St Leonards Crescent from St. Leonards Avenue to Dawlish Avenue** and provide the following comments.

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

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

Regards,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices the FireChief Starouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (St. Leonards Avenue from Dundurn Road to St. Ives Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Dundum Road to St. Ives Avenue** and provide the following comments.

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

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

Regards,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices the FireChief Starouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (St. Leonards Avenue from Lewes Crescent East to Bayview Avenue) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location St. Leonards Avenue from Lewes Crescent East to Bayview Avenue and provide the following comments.

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

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

Regards,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices fibe Fire Chief Plarouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (St. Leonards Avenue from Lewes Crescent West to Lewes Crescent East) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Lewes Crescent West to Lewes Crescent East** 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,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices the FireChief Staroute.ca

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (St. Leonards Avenue from Mildenhall Road to Lewes Crescent West) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Mildenhall Road to Lewes Crescent West** and provide the following comments.

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

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

Regards,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices fibe Fire Chief Plarouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (St. Leonards Avenue from Mount Pleasant Road to Dundurn Road) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Mount Pleasant Road to Dundurn 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,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices the FireChief Starouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (St. Leonards Avenue from Pote Avenue to Mount Pleasant Road) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from Pote Avenue to Mount Pleasant 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,





Paul Raftie Deputy City Manager Community & Social Services

Fire Services 4330 Dufferin Street Teronte, Ontario M3H 5R9

Rmall: Offices the FireChief Starouto.cz

September 17, 2024

Alyssa Krantzberg Project Manager City Of Toronto | Transportation Services, 100 Queen Street West M5H 2N1

RE: Location (St. Leonards Avenue from St. Ives Avenue to Mildenhall Road) Speed Hump Investigative Summary

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Location **St. Leonards Avenue from St. Ives Avenue to Mildenhall 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,



Attachment 5 - Speed Hump Location Plan ATP-24-LP-SH-038



Attachment 6 - Speed Hump Location ATP-24-LP-SH-039



Attachment 7 - Speed Hump Location ATP-24-LP-SH-040





Attachment 8 - Speed Hump Location Plan ATP-24-LP-SH-041

Attachment 9 - Speed Hump Location Plan ATP-24-LP-SH-042





Attachment 10 - Speed Hump Location Plan ATP-24-LP-SH-043

Attachment 11 - Speed Hump Location Plan ATP-24-LP-SH-044



Attachment 12 - Speed Hump Location Plan ATP-24-LP-SH-045



Attachment 13 - Speed Hump Location Plan ATP-24-LP-SH-046



Attachment 14 - Speed Hump Location Plan ATP-24-LP-SH-047





Attachment 15 - Speed Hump Location Plan ATP-24-LP-SH-048



Attachment 16 - Speed Hump Location Plan ATP-24-LP-SH-049



Attachment 17 - Speed Hump Location Plan ATP-24-LP-SH-050

Attachment 18 - Speed Hump Location Plan ATP-24-LP-SH-051





Attachment 19 - Summary Map of Streets with Speed Hump Locations