

## **Traffic Calming (Speed Humps) - Cathedral Bluffs Drive**

**Date:** December 18, 2024

**To:** Scarborough Community Council

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

**Wards:** Ward 20, Scarborough Southwest

### **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 Cathedral Bluffs Drive, between Sloley Road and Earl 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 Cathedral Bluffs Drive.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Cathedral Bluffs Drive, between Sloley Road and Earl Road.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of six speed humps on Cathedral Bluffs Drive, between Sloley Road and Earl Road. Generally, as shown on Attachments 2 and 3, Drawings TC-379 and TC-380, dated October 2024, attached to the report entitled "Traffic Calming (Speed Humps) - Cathedral Bluffs Drive" from the Director, Traffic Management, Transportation Services.

## **FINANCIAL IMPACT**

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The estimated cost for installing six speed humps on Cathedral Bluffs Drive is \$24,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2025 Interim 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 Cathedral Bluffs Drive, between Soley Road and Earl Road. The residents are concerned that motorists travel at a high rate of speed on Cathedral Bluffs Drive.

### **Existing Conditions**

Cathedral Bluffs Drive is characterized by the following conditions:

- It is a two-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.7 metres
- The daily two-way traffic volume is approximately 1,900 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided on the street
- There are sidewalks located on both sides of the street

The land use in the area consists of single-family residential dwellings. St. Agatha Public School is located on the east side of the street. This subject section of Cathedral Bluffs Drive, between Kingston Road to Purley Crescent, is designated as a Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 2 and 3.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Cathedral Bluffs Drive on May 7 to 9, 2024.

The study results on Cathedral Bluffs Drive disclosed the following:

- 24-hour total vehicle volume is 1,900 vehicles
- The block length from Sloley Road and Earl 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 43 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 47 km/h

Based on the study results, Cathedral Bluffs Drive 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 13 km/h over the warranted speed of 30 km/h and the 95th percentile speed is 17 km/h over the warranted speed of 30 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 Cathedral Bluffs 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 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 on Cathedral Bluffs Drive between Sloley Road and Earl 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.

Comments have not been received back at the time of writing this report from Toronto Police Service. Toronto Fire Services responded and advised that they do not support the installation of speed humps as it may negatively impact their service delivery. A copy of their full response is included in Attachment 4. Toronto Paramedic Services have provided their comments. A copy of their full response is included in Attachment 5. 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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Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services  
416-397-5021, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

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

## **ATTACHMENTS**

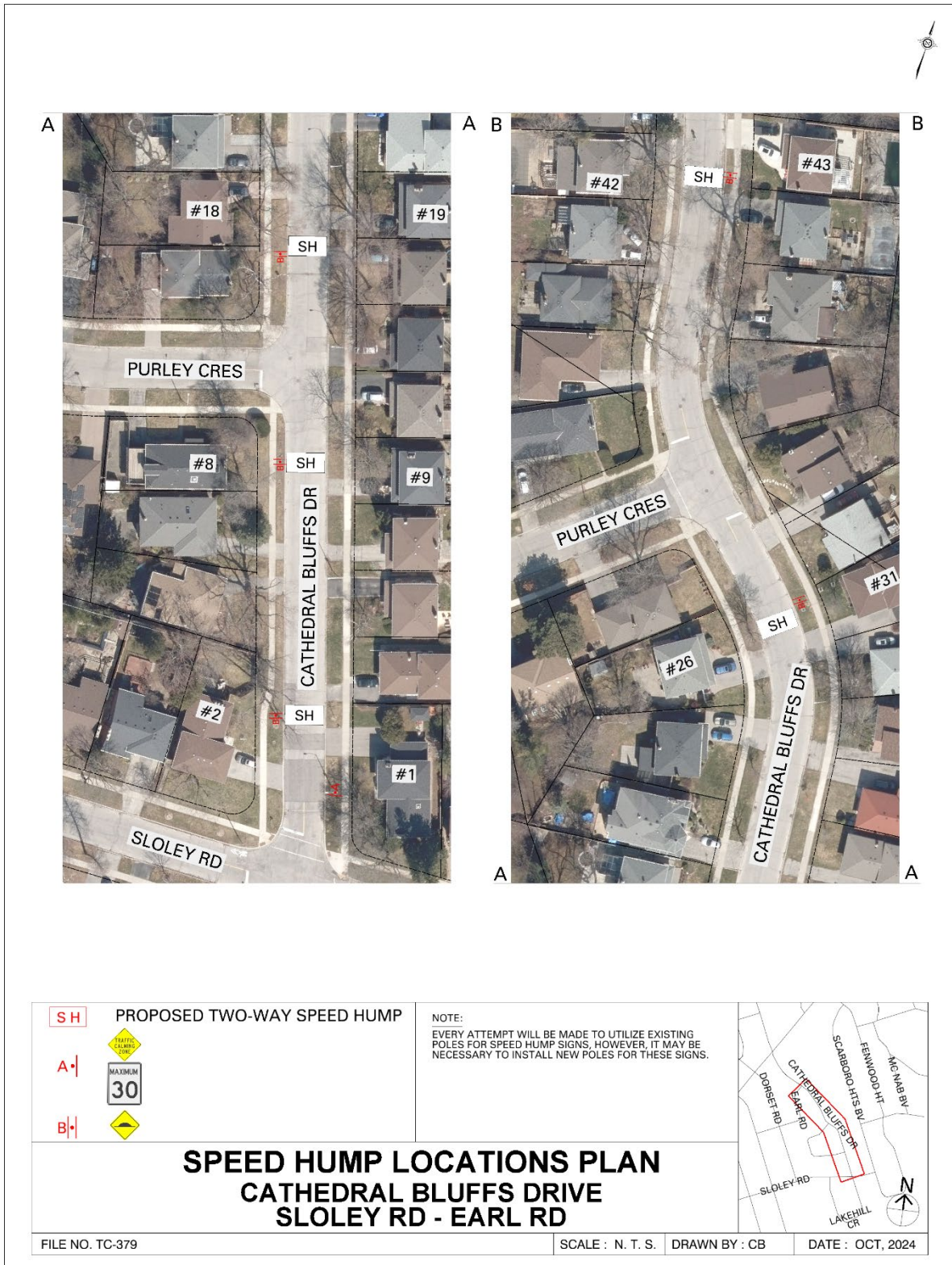
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- Attachment 1: Traffic Calming Warrant - Cathedral Bluffs Drive
- Attachment 2: Speed Hump Locations Plan - Cathedral Bluffs Drive, Sloley Road - Earl Road (Matchline, see drawing TC-380)
- Attachment 3: Speed Hump Locations Plan - Cathedral Bluffs Drive, Sloley Road - Earl Road
- Attachment 4: Letter from Toronto Fire Services, dated November 6, 2024
- Attachment 5: Letter from Toronto Paramedic Services, dated November 4, 2024

## Attachment 1: Traffic Calming Warrant - Cathedral Bluffs Drive

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 (440 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (43 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the speed limit	Yes (47 km/h)

Attachment 2: Speed Hump Locations Plan - Cathedral Bluffs Drive, Sloley Road - Earl Road (Matchline, see drawing TC-380)



Attachment 3: Speed Hump Locations Plan - Cathedral Bluffs Drive, Sloley Road - Earl Road



## Attachment 4: Letter from Toronto Fire Services, dated November 6, 2024



Paul Raftis  
Deputy City Manager  
Community & Social Services

Fire Services  
4330 Dufferin Street  
Toronto, Ontario M3H 5R9

Matthew Pegg  
Fire Chief and General Manager

Email: [OfficeoftheFireChief@toronto.ca](mailto:OfficeoftheFireChief@toronto.ca)

November 6, 2024

Amir Ghanbari  
Engineering Technologist Technician 1  
Traffic Operations,  
Transportation Services  
O: 416-396-7847

### **RE: Cathedral Bluffs Drive (between Earl Rd and Soleley Rd) Speed Hump Investigative Summary**

We are in receipt of and have reviewed the proposal for installation of traffic calming measures (speed humps) on Cathedral Bluffs Drive (between Earl Rd and Soleley Rd) and provide the following comments.

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

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

Regards,

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



## Attachment 5: Letter from Toronto Paramedic Services, dated November 4, 2024

### Amir Ghanbari

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**From:** EMS Planning  
**Sent:** November 4, 2024 12:05 PM  
**To:** Amir Ghanbari  
**Cc:** Atif Sharif; Jennifer Chung; EMS Planning; EMS Planning  
**Subject:** Cathedral Bluffs Dr (Speed-Hump Installation)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

*We have received and reviewed the proposal for installation of speed humps on Cathedral Bluffs Drive, between Earl Road and Sloley Road, with the following comments:*

*The installation of speed humps on Cathedral Bluffs Drive, between Earl Road and Sloley 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 Cathedral Bluffs Drive, between Earl Road and Sloley 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.*