

Traffic Calming (Speed Humps) - Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue, Franklin Avenue

Date: May 7, 2026

To: North York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 18, Willowdale

SUMMARY

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:

- Bogert Avenue, between Frizzell Road and Pewter Road
- Poyntz Avenue, between Beecroft Road and Pewter Road
- Johnston Avenue, between Yonge Street and Pewter Road
- Cameron Avenue, between Yonge Street and Pewter Road
- Franklin Avenue, between Yonge Street and Bassano Road

Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied and recommend speed humps on the streets listed above.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. North York Community Council authorize the installation of traffic calming (four speed humps) on Bogert Avenue, between Frizzell Road and Pewter Road, generally as shown in Attachment 7, Drawing No. TC-676 and TC-676-1, dated April 2026 from the Director, Enforcement and Street Management Transportation Services.
2. North York Community Council authorize the installation of traffic calming (four speed humps) on Poyntz Avenue, between Beecroft Road and Pewter Road, generally as shown in Attachment 8, Drawing No. TC-677 and TC-677-1, dated April 2026 from the Director, Enforcement and Street Management Transportation Services.

3. North York Community Council authorize the installation of traffic calming (six speed humps) on Johnston Avenue, between Yonge Street and Pewter Road, generally as shown in Attachment 9, Drawing No. TC-678 and TC-678-1, dated April 2026 from the Director, Enforcement and Street Management Transportation Services.

4. North York Community Council authorize the installation of traffic calming (five speed humps) on Cameron Avenue, between Yonge Street and Pewter Road, generally as shown in Attachment 10, Drawing No. TC-679 and TC-679-1, dated April 2026 from the Director, Enforcement and Street Management Transportation Services.

5. North York Community Council authorize the installation of traffic calming (four speed humps) on Franklin Avenue, between Yonge Street and Bassano Road, generally as shown in Attachment 11, Drawing No. TC-680 and TC-680-1, dated April 2026 from the Director, Enforcement and Street Management Transportation Services.

6. North York Community Council not authorize the installation of speed humps on Florence Avenue, between Yonge Street and Pewter Road.

7. North York Community Council rescind the existing speed limit of 40 km/h on Franklin Avenue, Between Gwendolen Crescent and the east end of Franklin Avenue.

8. North York Community Council rescind the existing speed limit of 40 km/h on Franklin Avenue, Between Gwendolen Crescent and Yonge Street.

FINANCIAL IMPACT

The estimated cost for installing 23 speed humps on Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue and Franklin Avenue is \$92,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of the West Lansing Homeowners Association, to investigate the feasibility of installing speed humps on the east-west local and collector roads in the West Lansing Neighbourhood within the boundaries of Yonge Street to the east, Pewter Road to the west, Sheppard

Avenue West to the north and Franklin Avenue to the south. The residents are concerned that motorists travel at a high rate of speed on these streets.

Existing Conditions

Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue, Franklin Avenue and Florence Avenue are characterized by the following conditions:

- They are two-lane, east-west, local roadways. Florence Avenue is a collector roadway
- They operate two-way traffic on pavement widths of approximately 8.5 metres
- The daily two-way traffic volumes range from approximately 300 to 4600 vehicles
- The speed limit is 30 km/h on the local roadways and 40 km/h on the collector roadway
- Heavy trucks are prohibited at all times on all subject streets
- There is no Toronto Transit Commission (TTC) service provided on any of the subject streets
- There are sidewalks located on the south side of Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue and Franklin Avenue. Sidewalks are located on both sides of Florence Avenue.

The land use in the area consists of detached residential dwellings. None of the streets are designated as community safety zones.

A map of the area and proposed speed hump locations are included in Attachments 7-12.

Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted on Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue, Franklin Avenue and Florence Avenue in October 2025. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by City Council. The results of the studies are summarized in Table 1.

Table 1: Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue, Franklin Avenue and Florence Avenue study results

Street	Road classification	Posted/Warranted speed limit (km/h)	85th percentile speed (Km/h)		95th percentile speed (Km/h)		Warrant satisfied
			Recorded	Required	Recorded	Required	
Bogert Avenue	Local	30	41	38	45	45	Yes
Poyntz Avenue	Local	30	43	38	48	45	Yes
Johnston Avenue	Local	30	44	38	49	45	Yes
Cameron Avenue	Local	30	48	38	53	45	Yes
Franklin Avenue	Local	30	42	38	48	45	Yes
Florence Avenue	Collector	40	45	48	49	55	No

Based on the study results Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue and Franklin Avenue have satisfied the warrant criteria for the 85th and 95th percentile speeds. Additionally, all blocks where speed humps are recommended are over the minimum 120 metre length requirement. Furthermore, based on the study results, Florence Avenue has not met the warrant for traffic calming for the following reason:

- Minimum speed: In order to meet the minimum speed warrant, the operating (85th percentile) speed must be a minimum of 8km/h over the warranted speed limit or the 95th percentile speed needs to be a minimum of 15 km/h above the warranted speed limit. The operating speed was recorded at 45 km/h for Florence Avenue between Yonge Street and Pewter Road, which is 3 km/h under the required speed of 48 km/h. The 95th percentile speed of 49 km/h is 6 km/h under the required speed limit of 55 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has been satisfied for Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue, and Franklin Avenue. Therefore, staff recommend the installation of speed humps on these streets. The warrant criteria as outlined in the updated Traffic Calming Policy has not been satisfied for Florence Avenue, between Yonge Street and Pewter Road. Therefore, staff do not recommend the installation of speed humps on Florence Avenue.

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 (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. The prioritization scores for Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue, and Franklin Avenue range between 29 to 68 ranking points out of a possible 100. Full prioritization scores for all analyzed segments can be found in Table 2.

Table 2: Prioritization Scores

Roadway	From	To	Prioritization Score
Bogert Avenue	Frizzell Rd	Pewter Road	29
Poyntz Avenue	Beecroft Road	Pewter Road	39
Johnston Avenue	Yonge Street	Pewter Road	49
Cameron Avenue	Yonge Street	Pewter Road	68
Franklin Avenue	Yonge Street	Bassano Road	50
Florence Avenue	Yonge Street	Pewter Road	30

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

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 on April 10, 2026, and have advised they are not opposed to the installation of speed humps. However, it may negatively impact their service delivery. A copy of their full response is included in Attachment 12. 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

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

SIGNATURE

Mike Barnet., P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Bogert Avenue
Attachment 2: Traffic Calming Warrant - Poyntz Avenue
Attachment 3: Traffic Calming Warrant - Johnston Avenue
Attachment 4: Traffic Calming Warrant - Cameron Avenue
Attachment 5: Traffic Calming Warrant - Franklin Avenue
Attachment 6: Traffic Calming Warrant - Florence Avenue
Attachment 7: Speed Hump Locations Plan - Bogert Avenue
Attachment 8: Speed Hump Locations Plan - Poyntz Avenue
Attachment 9: Speed Hump Locations Plan - Johnston Avenue
Attachment 10: Speed Hump Locations Plan - Cameron Avenue
Attachment 11: Speed Hump Locations Plan - Franklin Avenue
Attachment 12: Letter from Toronto Paramedic Services, date April 10, 2026

Traffic Calming (Speed Humps) - Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue, and Franklin Avenue

Attachment 1: Traffic Calming Warrant - Bogert Avenue

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 (local)
	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 (south side)
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes (321)
	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
	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 (>200 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (41 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (45 km/h)

Attachment 2: Traffic Calming Warrant - Poyntz Avenue

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 (local)
	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 (south side)
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes (972)
	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
	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 (>120 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 warranted speed limit	Yes (48 km/h)

Attachment 3: Traffic Calming Warrant - Johnston Avenue

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 (local)
	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 (south side)
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes (1484)
	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
	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 (120 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (44 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (49 km/h)

Attachment 4: Traffic Calming Warrant - Cameron Avenue

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 (local)
	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 (south side)
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes (1201)
	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
	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 (>120m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (48 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (53 km/h)

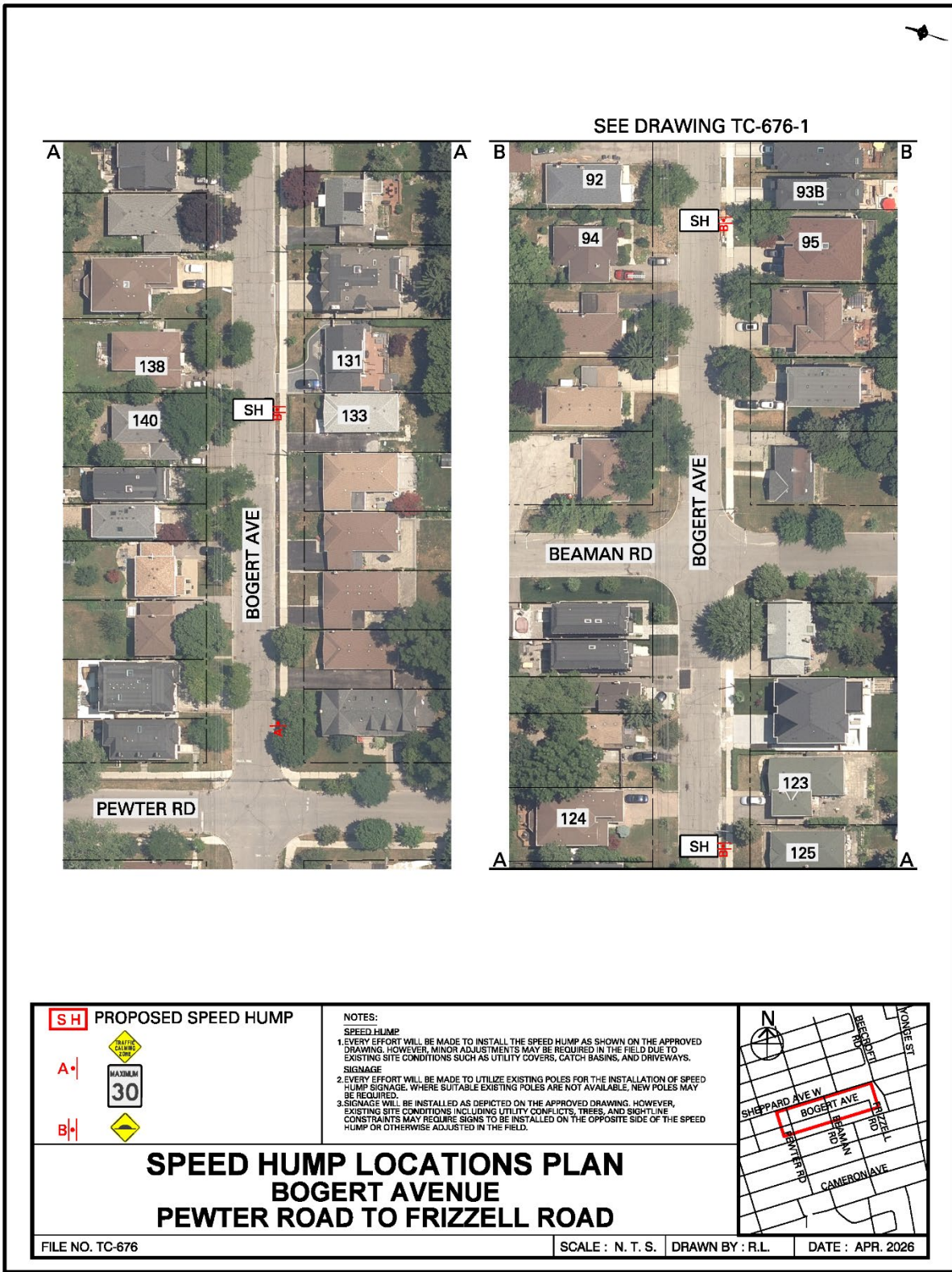
Attachment 5: Traffic Calming Warrant - Franklin Avenue

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 (local)
	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 (south side)
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes (1023)
	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
	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 (>120m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (42 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (48 km/h)

Attachment 6: Traffic Calming Warrant - Florence Avenue




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 (collector)
	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 (both side)
	Traffic Volume	Maximum average daily traffic volume of less than 8,000 vehicles per day	Yes (4668)
	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
	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 (>120m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	No (45 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (49 km/h)

Attachment 7: Speed Hump Locations Plan - Bogert Avenue

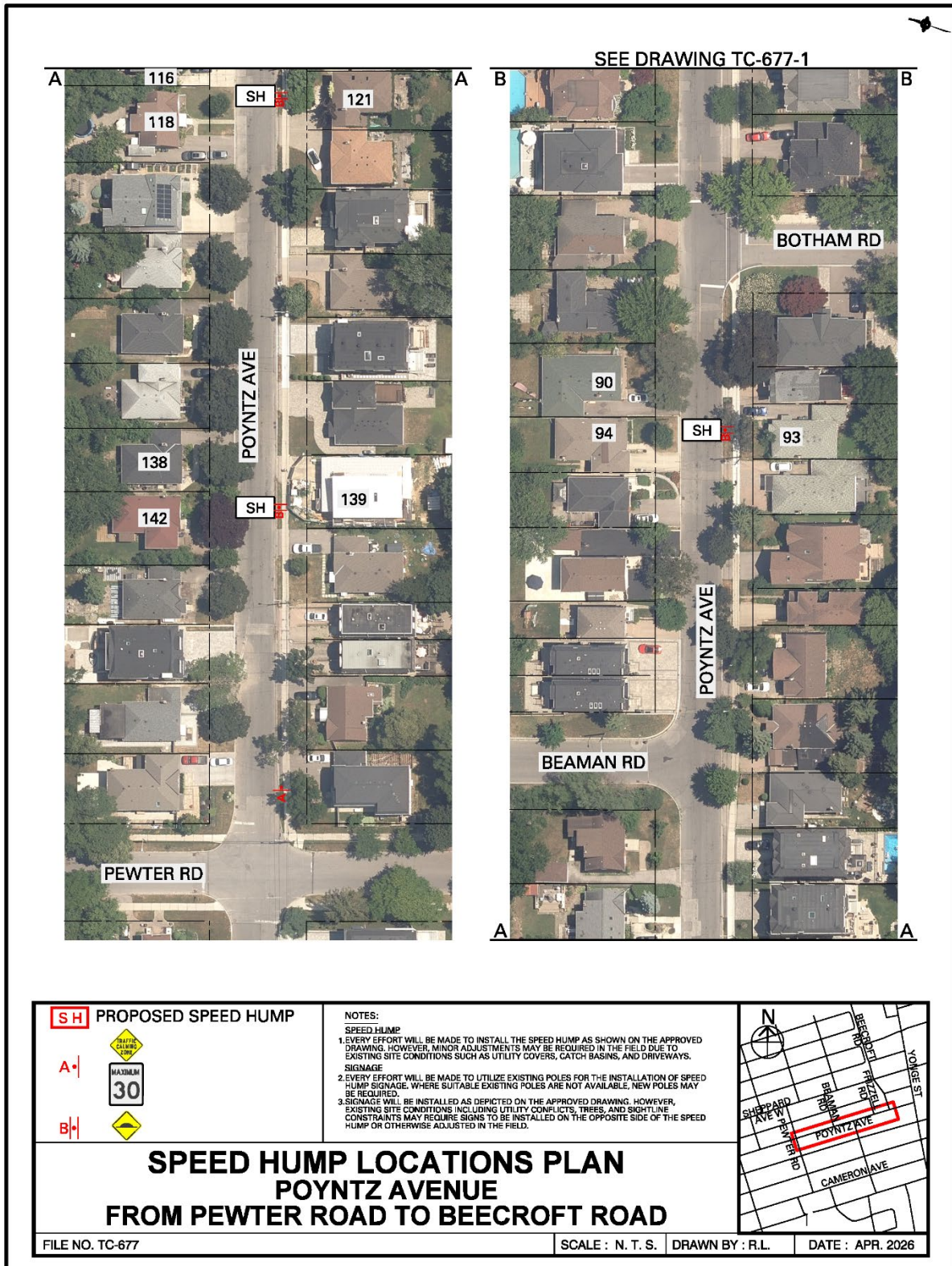




SEE DRAWING TC-676

<p>SH PROPOSED SPEED HUMP</p> <p>A • </p> <p>B • </p> <p>B • </p>	<p>NOTES:</p> <p>SPEED HUMP</p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p>SIGNAGE</p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>	
<p>SPEED HUMP LOCATIONS PLAN BOGERT AVENUE PEWTER ROAD TO FRIZZELL ROAD</p>		
<p>FILE NO. TC-676-1</p>	<p>SCALE : N. T. S. DRAWN BY : R.L.</p>	<p>DATE : APR. 2026</p>

Attachment 8: Speed Hump Locations Plan - Poyntz Avenue





SEE DRAWING TC-677

SH PROPOSED SPEED HUMP

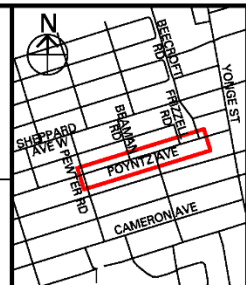
A-|

B-|

NOTES:

SPEED HUMP:
 1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.

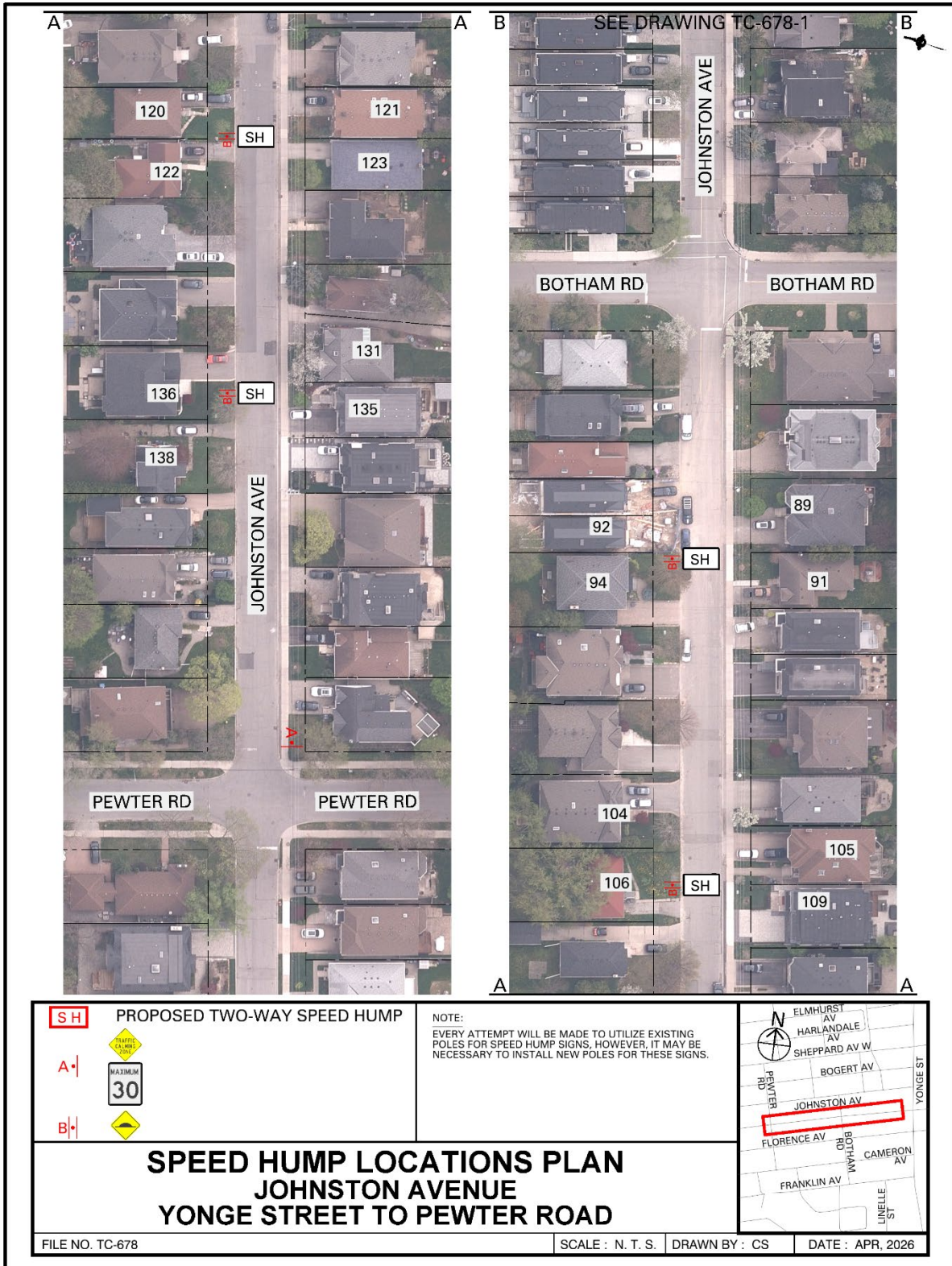
SIGNAGE:
 2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.
 3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.



**SPEED HUMP LOCATIONS PLAN
 POYNTZ AVENUE
 FROM PEWTER ROAD TO BEECROFT ROAD**

FILE NO. TC-677-1 SCALE : N. T. S. DRAWN BY : R.L. DATE : APR. 2026

Attachment 9: Speed Hump Locations Plan - Johnston Avenue



Traffic Calming (Speed Humps) - Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue, and Franklin Avenue

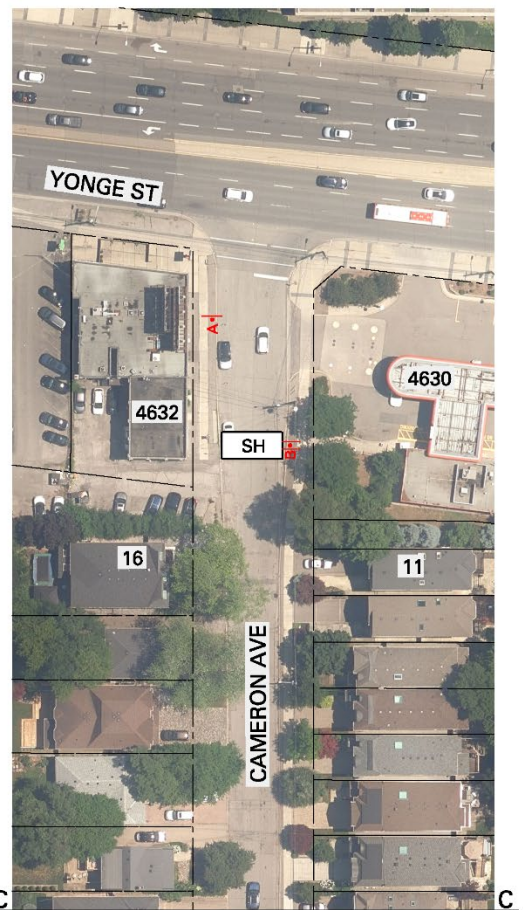






B SEE DRAWING TC-678 B

<p>SH</p> <p>A- </p> <p>B- </p>	<p>PROPOSED TWO-WAY SPEED HUMP</p> <p></p> <p></p> <p></p>	<p>NOTE: EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER, IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.</p>	
<p align="center">SPEED HUMP LOCATIONS PLAN JOHNSTON AVENUE YONGE STREET TO PEWTER ROAD</p>			<p>FILE NO. TC-678-1</p>
<p>SCALE : N. T. S.</p>		<p>DRAWN BY : CS</p>	<p>DATE : APR, 2026</p>

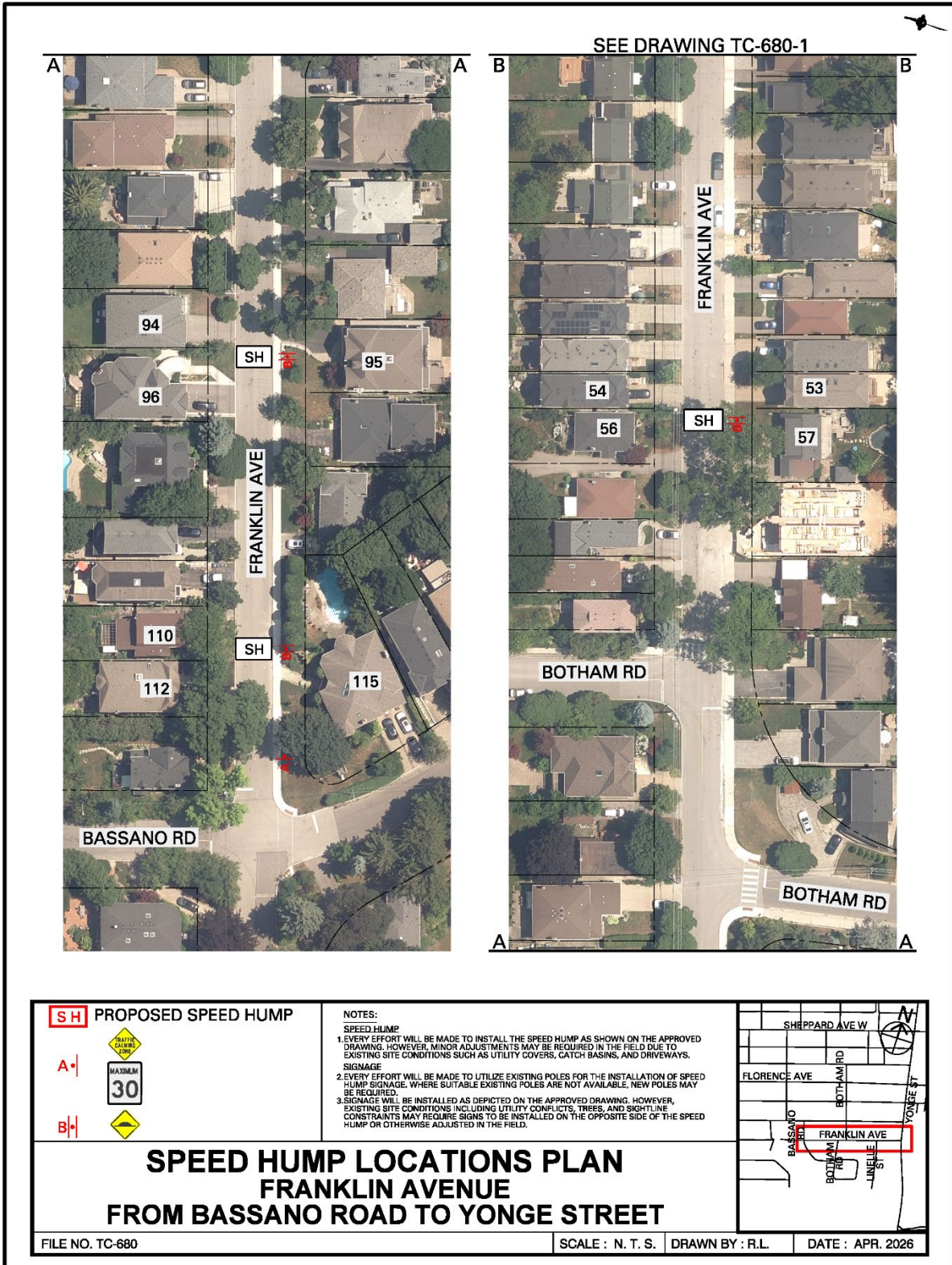


SEE DRAWING TC-679







<p>SH PROPOSED SPEED HUMP</p> <p>A </p> <p>B </p> <p>B </p>	<p>NOTES:</p> <p>SPEED HUMP</p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p>SIGNAGE</p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>	
<p>SPEED HUMP LOCATIONS PLAN CAMERON AVENUE FROM PEWTER ROAD TO YONGE STREET</p>		
<p>FILE NO. TC-679-1</p>	<p>SCALE : N. T. S. DRAWN BY : R.L.</p>	<p>DATE : APR. 2026</p>

Attachment 11: Speed Hump Locations Plan - Franklin Avenue





SEE DRAWING TC-680

<p>SH PROPOSED SPEED HUMP</p> <p>A </p> <p>B </p> <p>B </p>	<p>NOTES:</p> <p>SPEED HUMP</p> <p>1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS.</p> <p>SIGNAGE</p> <p>2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED.</p> <p>3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.</p>		
<p>SPEED HUMP LOCATIONS PLAN FRANKLIN AVENUE FROM BASSANO ROAD TO YONGE STREET</p>			
<p>FILE NO. TC-680-1</p>	<p>SCALE : N. T. S.</p>	<p>DRAWN BY : R.L.</p>	<p>DATE : APR. 2026</p>

Attachment 12: Letter from Toronto Paramedic Services, date April 10, 2026

Humera Khatoon

From: EMS Planning
Sent: April 10, 2026 1:23 PM
To: Humera Khatoon
Cc: EMS Planning
Subject: RE: Request of comments on speed humps - various streets in West Lansing Neighbourhood

Hi Humera,

We have received and reviewed the proposal for installation of speed humps on Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue and Franklin Avenue, with the following comments:

The installation of speed humps on Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue and Franklin Avenue, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Bogert Avenue, Poyntz Avenue, Johnston Avenue, Cameron Avenue and Franklin Avenue, 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.

