

Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods

Date: May 16, 2025

To: Etobicoke York Community Council

From: Director, Planning, Design and Management, Transportation Services

Wards: Ward 3, Etobicoke-Lakeshore

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 nine (9) streets to reduce motor vehicle operating speeds and improve roadway safety for everyone, particularly pedestrians, by reducing the severity and likelihood of speed-related collisions. The assessment completed indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied.

Speed humps are recommended on the following streets in Sunnylea and The Kingsway neighbourhoods, in alphabetical order:

- Ashton Manor between Grenview Boulevard South and Prince Edward Drive South;
- Edgemore Drive between Royal York Road and Prince Edward Drive South;
- Elsfeld Road between Bloor Street West and Glenroy Avenue;
- Fieldway Road between Munster Avenue and Green Lanes;
- Grenview Boulevard South between Bloor Street West and Glenroy Avenue;
- Humbervale Boulevard between Bloor Street West and Glenroy Avenue;
- Meadowvale Drive between Thompson Avenue and Royal York Road;
- Montgomery Road between CPR Bridge (60 metres southeast of Allanbrooke Drive) and Bloor Street West; and
- Thompson Avenue between Bloor Street West and Van Dusen Boulevard.

In conjunction with installation of traffic calming (speed humps) on the below-noted collector streets, the speed limit would be reduced from 40 km/h to 30 km/h:

- Fieldway Road between Munster Avenue and Green Lanes; and
- Montgomery Road between CPR Bridge (60 metres southeast of Allanbrooke Drive) and Bloor Street West.

Transportation Services is recommending approval to install an all-way compulsory stop control to improve road safety at the intersection of Grenview Boulevard South and Edgemore Drive.

RECOMMENDATIONS

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

1. Etobicoke 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. 3 speed humps on Ashton Manor between Grenview Boulevard South and Prince Edward Drive South for traffic calming purposes, generally as shown on Attachment 4, Drawing TC-AM01 dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods" from the Director, Planning, Design and Management, Transportation Services.
 - b. 3 speed humps on Edgemore Drive between Royal York Road and Prince Edward Drive South for traffic calming purposes, generally as shown on Attachment 4, Drawing TC-ED01 dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods" from the Director, Planning, Design and Management, Transportation Services.
 - c. 8 speed humps on Elsfield Road between Bloor Street West and Glenroy Avenue for traffic calming purposes, generally as shown on Attachment 4, Drawings TC-ER01 through TC-ER02 dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods" from the Director, Planning, Design and Management, Transportation Services.
 - d. 11 speed humps on Fieldway Road between Munster Avenue and Green Lanes for traffic calming purposes, generally as shown on Attachment 4, Drawings TC-FR01 through TC-FR03 dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods" from the Director, Planning, Design and Management, Transportation Services.
 - e. 7 speed humps on Grenview Boulevard South between Bloor Street West and Glenroy Avenue for traffic calming purposes, generally as shown on Attachment 4, Drawings TC-GB01 through TC-GB02 dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods" from the Director, Planning, Design and Management, Transportation Services.

f. 8 speed humps on Humbervale Boulevard between Bloor Street West and Glenroy Avenue for traffic calming purposes, generally as shown on Attachment 4, Drawings TC-HB01 through TC-HB02 dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods" from the Director, Planning, Design and Management, Transportation Services.

g. 6 speed humps on Meadowvale Drive between Thompson Avenue and Royal York Road for traffic calming purposes, generally as shown on Attachment 4, Drawing TC-MD01 dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods" from the Director, Planning, Design and Management, Transportation Services.

h. 9 speed humps on Montgomery Road between CPR Bridge (60 metres southeast of Allanbrooke Drive) and Bloor Street West for traffic calming purposes, generally as shown on Attachment 4, Drawings TC-MR01 through TC-MR02 dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods" from the Director, Planning, Design and Management, Transportation Services.

i. 2 speed humps on Thompson Avenue between Bloor Street West and Van Dusen Boulevard for traffic calming purposes, generally as shown on Attachment 4, Drawing TC-TA01 dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea and The Kingsway Neighbourhoods" from the Director, Planning, Design and Management, Transportation Services.

2. Subject to the approval of Recommendation 1, Etobicoke York Community Council reduce the speed limit from 40 km/h to 30 km/h on the following collector streets, in conjunction with the installation of speed humps:

a. Fieldway Road between Munster Avenue and Green Lanes; and

b. Montgomery Road between CPR Bridge (60 metres southeast of Allanbrooke Drive) and Bloor Street West.

3. Subject to the approval of Recommendation 2, Etobicoke York Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove Fieldway Road, between Green Lanes and Munster Avenue and to remove Montgomery Road between Bloor Street West and CPR Bridge (60 metres southeast of Allanbrooke Drive), from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

4. Etobicoke York Community Council authorize all-way compulsory stop control at the intersection of Grenview Boulevard South (west intersection) and Edgemore Drive.

FINANCIAL IMPACT

The estimated cost for installing one speed hump is approximately \$4,000. The total estimated cost for 56 speed humps recommended by this report is \$224,000.

Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

The estimated cost for the installation of all-way compulsory stop control at the intersection of Grenview Boulevard South and Edgemore Drive is \$1,500. Funding is anticipated to be available within the Transportation Services 2025 Operating and Capital Budgets.

DECISION HISTORY

On June 26 and 27, 2024, City Council adopted Item IE14.3 - Cycling Network Plan Update (2025 - 2027). This item included direction to the General Manager, Transportation Services to continue to monitor operational performance of the Bloor Street West Complete Street Extension project, including identifying opportunities to mitigate concerns with traffic diversion onto local roads, where feasible.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.3>

On June 14, 2023, City Council adopted Item IE4.3 - Cycling Network Plan - 2023 Cycling Infrastructure Installation - Third Quarter Updates. This item included the installation of bikeways on Bloor Street from Runnymede Road to Resurrection Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE4.3>

On May 11 and 12, 2022, City Council adopted IE29.4 - Park Lawn Lake Shore Transportation Master Plan and Legion Road - Final Report. This item directed staff to undertake on plan for the Sunnylea Neighbourhood and report back on appropriate traffic calming measures and any other operational improvements deemed suitable to address pedestrian and cyclist safety, cut-through vehicle traffic, excessive vehicular speeding and traffic volumes.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE29.4>

COMMENTS

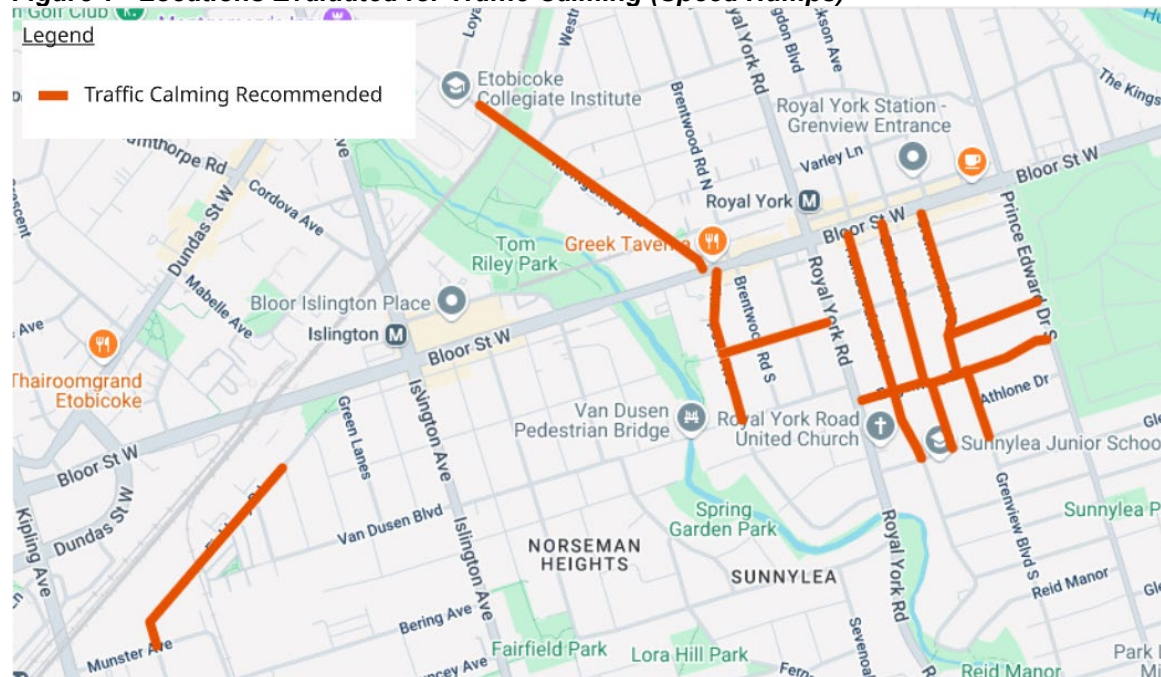
In May 2022, to Council directed Transportation Services to undertake a plan for traffic calming in the Sunnylea Neighborhood. In 2023 - 2024, in response to comments from residents in conjunction with the Bloor West Complete Street Extension project, Transportation Services committed to collecting speed and vehicle volume data on local streets to inform recommendations for improving road safety on local streets in Sunnylea and The Kingsway neighbourhoods.

Public feedback gathered by Transportation Services and the Ward Councillor included concerns that motorists are traveling at high rates of speed through these neighbourhoods.

Transportation Services investigated the feasibility of installing an all-way compulsory stop control and traffic calming - namely, speed humps on local and collector roadways. Staff evaluated seven (7) local roadway segments and two (2) collector roadway segments for traffic calming (speed humps), which all meet the eligibility and warrant criteria as outlined in the 2023 Traffic Calming Policy.

Transportation Services also investigated the feasibility of installing all-way compulsory stop control at the intersection of Grenview Boulevard South and Edgemore Drive, based on public feedback gathered by the Division and the Ward Councillor.

Figure 1 - Locations Evaluated for Traffic Calming (Speed Humps)



Existing Conditions

Attachment 1 summarizes the existing conditions of the roadways evaluated for traffic calming as part of this report. The land use in the area primarily consists of detached and semi-detached residential dwellings. None of the seven local roads included in this report have sidewalks.

A map of the area is included in Figure 1. Proposed locations of the speed humps for each roadway are included as Attachment 4.

Traffic Calming Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on each of the study roadways. The study results are shown in Attachment Traffic Calming (Speed Humps) and All-Way Stop Control - Sunnylea & The Kingsway Neighbourhoods

2. The study results include the 24-hour total vehicle volume, the block length, the operating speed or 85th percentile speed that represents the speed at which 85% of traffic is traveling at or below, and the 95th percentile speed that represents the speed at which 95% of the traffic is traveling at or below.

Based on the study results, the locations identified in Attachment 2 have satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths are greater than 120 metres and the operating speed is at least eight km/h over the warranted speed of 30 km/h for local roadways (40 km/h for collector roadways) or 95th percentile speed at least 15 km/h over the warranted speed of 30 km/h for local roadways (40 km/h for collector roadways).

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy have been satisfied. Therefore, staff recommend the installation of speed humps on the following roadway segments:

- Ashton Manor between Grenview Boulevard South and Prince Edward Drive South;
- Edgemore Drive between Royal York Road and Prince Edward Drive South; and
- Elsfeld Road between Bloor Street West and Glenroy Avenue;
- Fieldway Road between Munster Avenue and Green Lanes;
- Grenview Boulevard South between Bloor Street West and Glenroy Avenue;
- Humbervale Boulevard between Bloor Street West and Glenroy Avenue;
- Meadowvale Drive between Thompson Avenue and Royal York Road;
- Montgomery Road between CPR Bridge (60 metres southeast of Allanbrooke Drive) and Bloor Street West; and
- Thompson Avenue between Bloor Street West and Van Dusen Boulevard.

Relative Priority

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations would 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; and
- Expected presence of vulnerable road users (elderly population, school children, people cycling and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions.

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Attachment 3 shows the Prioritization Score for each of the roadways where speed humps are recommended. Of note, for the roadways with multiple blocks where traffic calming is recommended, the Prioritization Score is shown as an average.

Other Impacts

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 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 have been advised of this proposal, and Transportation Services has worked closely with emergency services to monitor response times.

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 speed humps are installed. Impacts may extend to community members if the proposed roads for traffic calming serves access to other roadways. The installation of traffic calming devices will reduce the speed that emergency vehicles travel when responding to emergencies on roadways where they are installed, but 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 they endeavour to support the wishes of the community to implement measures to improve upon these components. A copy of their full response is included in Attachment 5.

While Transportation Services acknowledges the concerns expressed by emergency services, the traffic calming recommended in this report will reduce motor vehicle operating speeds and improve roadway safety for all by reducing the severity and likelihood of speed-related collisions.

All-Way Compulsory Stop Control Study Results

The installation of all-way compulsory stop control is recommended at the intersection of Grenview Boulevard South (west) and Edgemore Drive, due to the off-set nature of the north and south legs of Grenview Boulevard South, which creates visibility concerns.

With the 16.5 metre distance between the north and south legs, it is recommended that one of the two T-intersections be converted to all-way compulsory stop control. As traffic volumes are higher on the north leg of Grenview Boulevard South, it is recommended that all-way compulsory stop control be installed at the western-most T-intersection.

It should also be noted that the installation of all-way compulsory stop control at the intersection of Grenview Boulevard South (west) and Edgemore Drive will require

prohibiting parking within the intersection, along the south side of Edgemore Drive between the north and south legs of Grenview Boulevard South.

The Ward 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: Existing Conditions Summary
Attachment 2: Traffic Calming Study Results
Attachment 3: Prioritization Score for Traffic Calming
Attachment 4: Speed Hump Locations Plans
Attachment 5: Letter from Toronto Paramedic Services, dated May 7, 2025

Attachment 1 – Existing Conditions Summary

Roadway	Classification	Street Direction	Road Width	Daily Traffic Volume (approx.)	Speed Limit (km/h)	TTC Service	Sidewalk Presence
Ashton Manor (Grenview Boulevard South to Prince Edward Drive South)	Local	East-west	8.0 m	200	30	No	None
Edgemore Drive (Royal York Road to Prince Edward Drive South)	Local	East-west	7.4 m	900 west of Elsfield Road / 550 east of Elsfield Road	30	No	None
Elsfield Road (Bloor Street W to Glenroy Avenue)	Local	North-south	6.6 m	400	30	No	None
Fieldway Road (Munster Avenue to Green Lanes)	Collector	Northeast-southwest (two-way)	9.4 m	4,000	40	No	Both sides
Grenview Boulevard South (Bloor Street West to Glenroy Avenue)	Local	North-south	6.6 m	750 north of Edgemore Drive / 500 south of Edgemore Drive	30	No	None
Humbervale Boulevard (Bloor Street West to Glenroy Avenue)	Local	North-south	7.8 m	600	30	No	None
Meadowvale Drive (Thompson Avenue to Royal York Road)	Local	East-west	7.4 m	300	30	No	None

Roadway	Classifi- cation	Street Direction	Road Width	Daily Traffic Volume (approx.)	Speed Limit (km/h)	TTC Service	Sidewalk Presence
Montgomery Road (CPR Bridge [60 metres southeast of Allanbrooke Drive] to Bloor Street West)	Collector	Northwest-southeast (two-way)	6.4 m	4,600	40	No	One side
Thompson Avenue (Bloor Street West to Van Dusen Boulevard)	Local	North-south	7.4 m	700	30	No	None

Attachment 2 – Traffic Calming Study Results

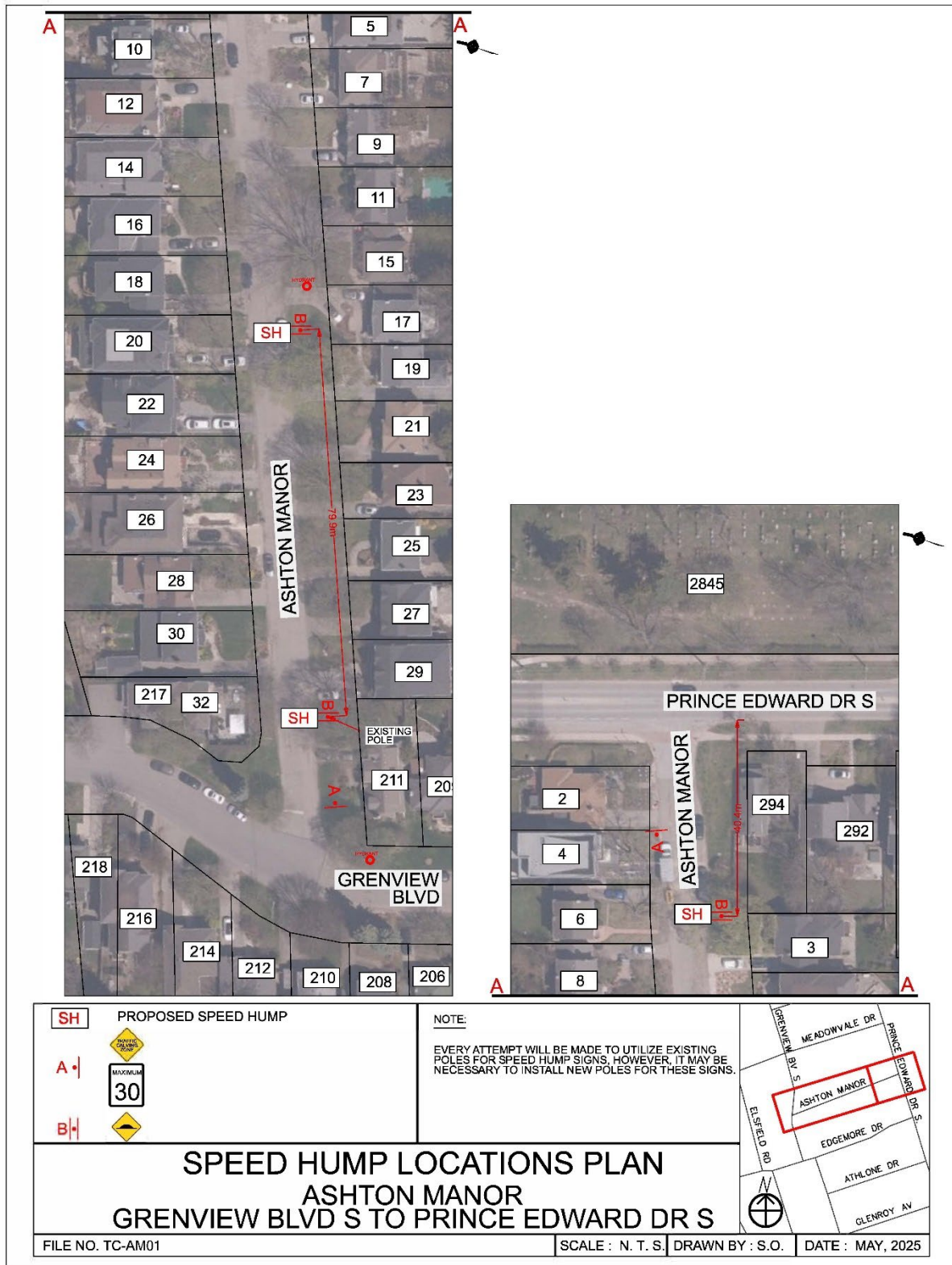
Street	From	To	Block Length	Speed Limit (km/h)	85th Percentile Speed (km/h)	95th Percentile Speed (km/h)	24-hour Total Vehicle Volume
Ashton Manor	Grenview Boulevard South	Prince Edward Drive South	218	30	38.5	44.5	178
Edgemore Drive	Royal York Road	Elsfield Road	160	30	38.9	43.1	915
	Elsfield Road	Prince Edward Drive South	296	30	39.1	43.4	528
Elsfield Road	Bloor Street West	Meadowvale Drive	182	30	39.7	44.7	404
Fieldway Road	Munster Avenue	Carysfort Road	540	40	49.1	57.4	3,993
Grenview Boulevard South	Bloor Street West	Edgemore Drive	403	30	39.7	44.7	742
	Edgemore Drive	Glenroy Avenue	154	30	38.6	42.9	494
Humbervale Boulevard	Bloor Street West	Meadowvale Drive	179	30	38.6	43.0	581
Meadowvale Drive	Thompson Avenue	Royal York Road	264	30	41.7	48.5	322
Montgomery Road	Belvedere Boulevard	Bloor Street West	405	40	48.3	53.1	4,626
Thompson Avenue	Bloor Street West	Meadowvale Drive	188	30	38.5	43.0	698

Attachment 3 – Prioritization Score for Traffic Calming

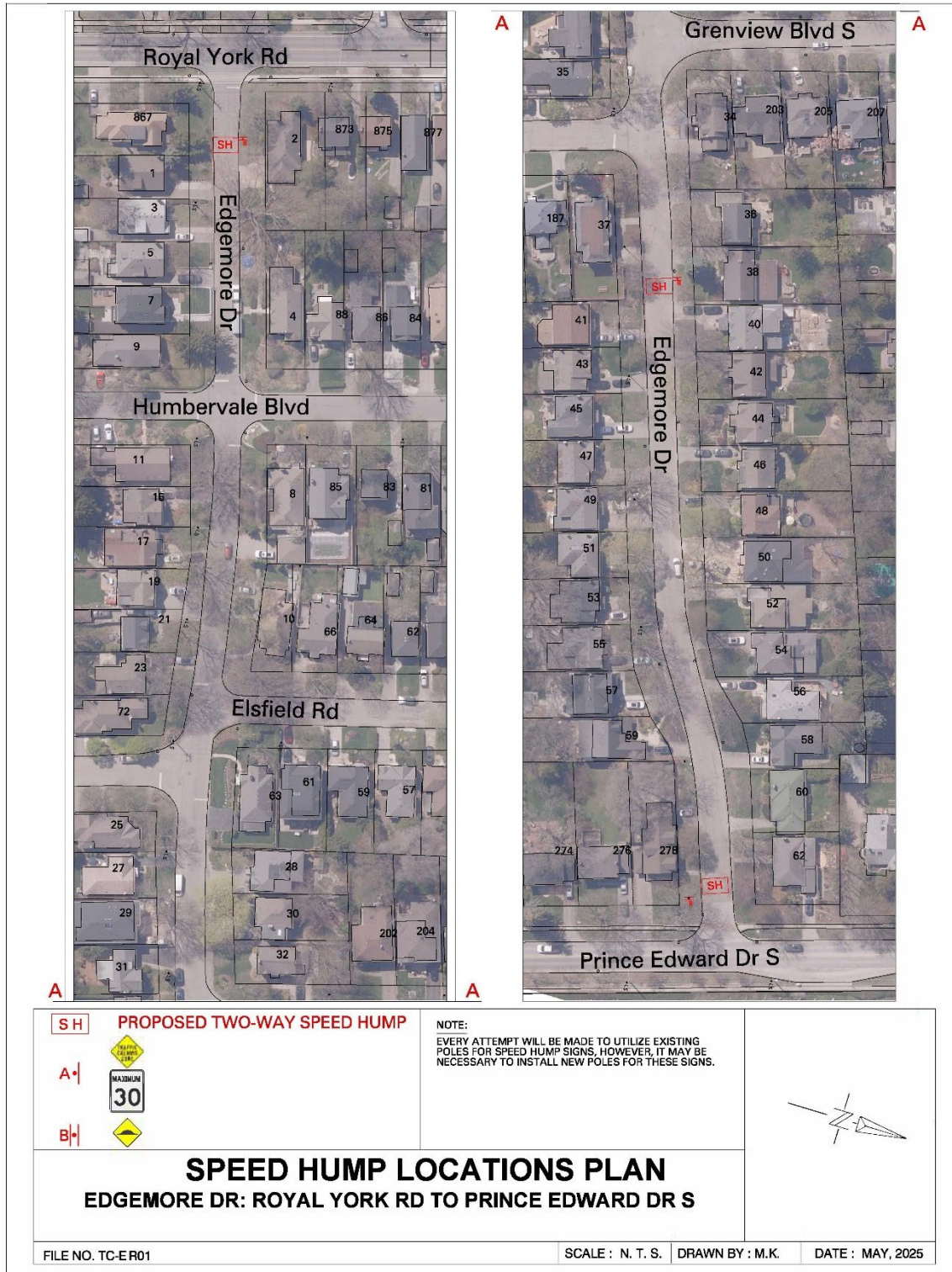
Street	From	To	Quantitative Score (X/100)	Qualitative Score (X/100)	Final Prioritization Score (X/100)
Ashton Manor	Grenview Boulevard South	Prince Edward Drive South	3	22	13
Edgemore Drive	Royal York Road	Elsfield Road	5	21	13
	Elsfield Road	Prince Edward Drive South	11	22	17
Elsfield Road	Bloor Street West	Glenroy Avenue	9	28	19
Fieldway Road	Munster Avenue	Green Lanes	16	29	23
Grenview Boulevard South	Bloor Street West	Edgemore Drive	8	24	16
	Edgemore Drive	Glenroy Avenue	3	19	11
Humbervale Boulevard	Bloor Street West	Glenroy Avenue	8	25	17
Meadowvale Drive	Thompson Avenue	Royal York Road	0	23	12
Montgomery Road	CPR Bridge (60 metres southeast of Allanbrooke Drive)	Bloor Street West	16	34	25
Thompson Avenue	Bloor Street West	Van Dusen Boulevard	8	21	15

Attachment 4 - Speed Hump Locations Plans

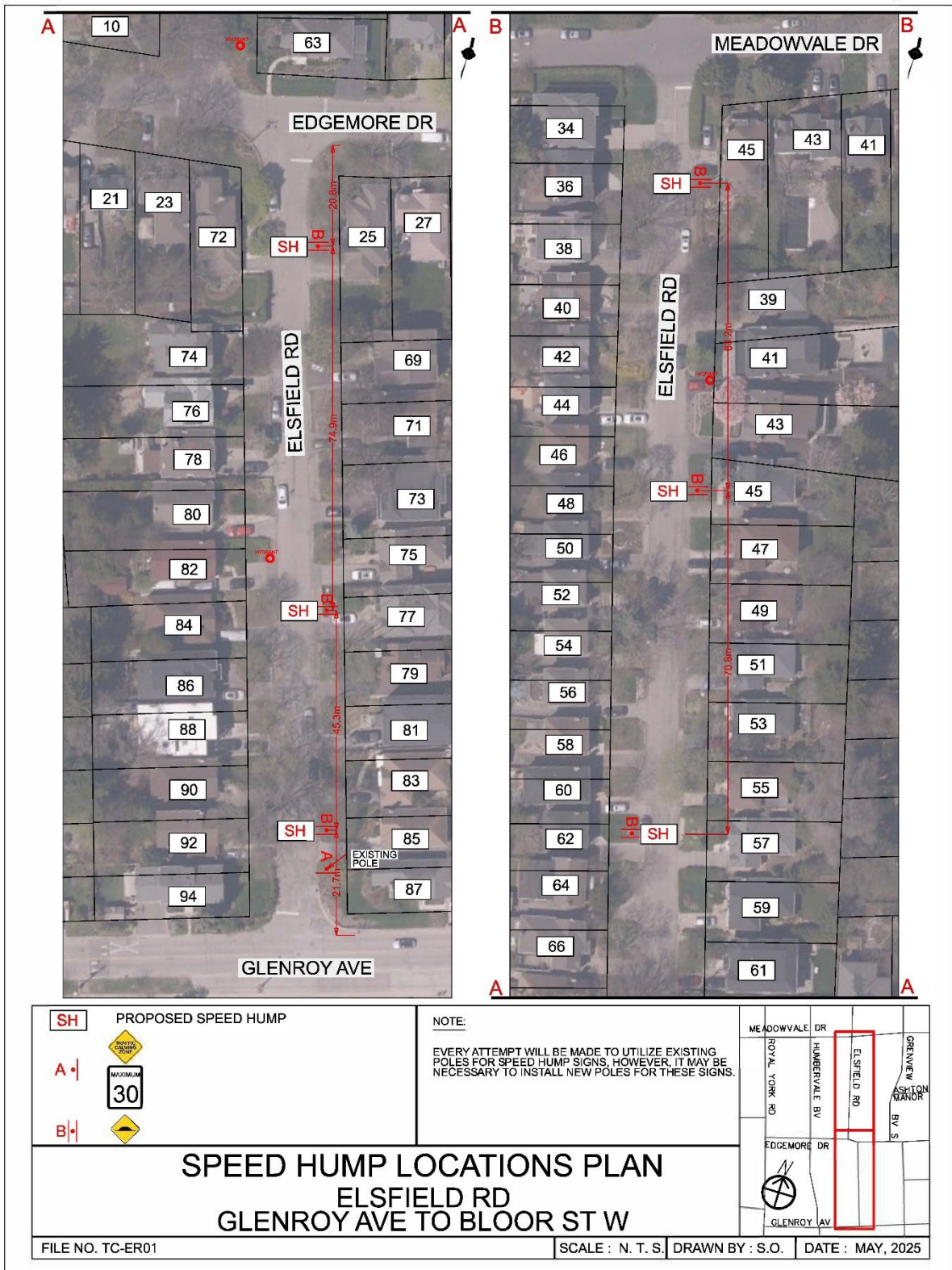
Ashton Manor between Grenview Boulevard South and Prince Edward Drive South



Edgemore Drive between Royal York Road and Prince Edward Drive South



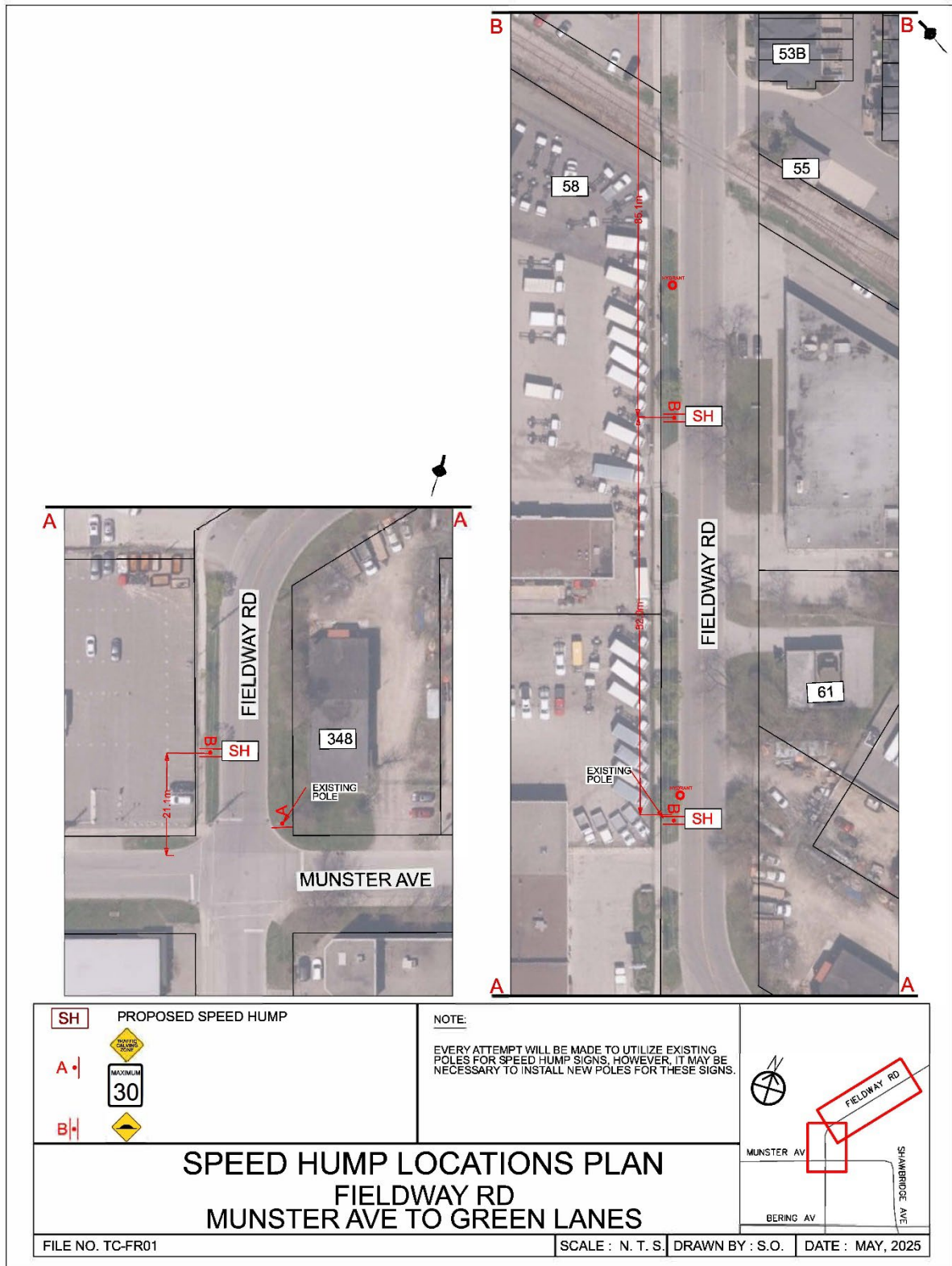
Elsfield Road between Bloor Street West and Glenroy Avenue (page 1)



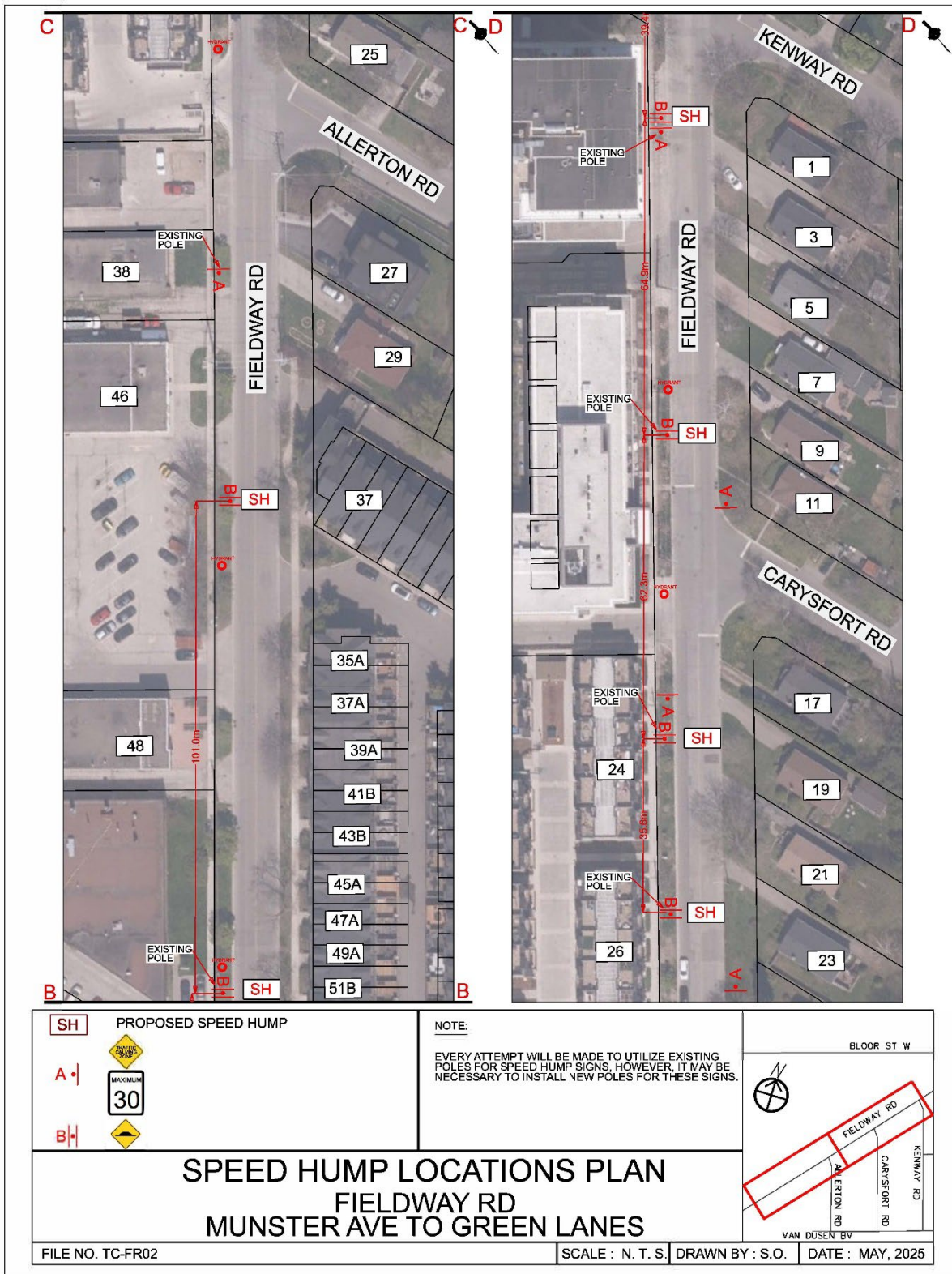
Elsfield Road between Bloor Street West and Glenroy Avenue (page 2)



Fieldway Road between Munster Avenue and Green Lanes (page 1)

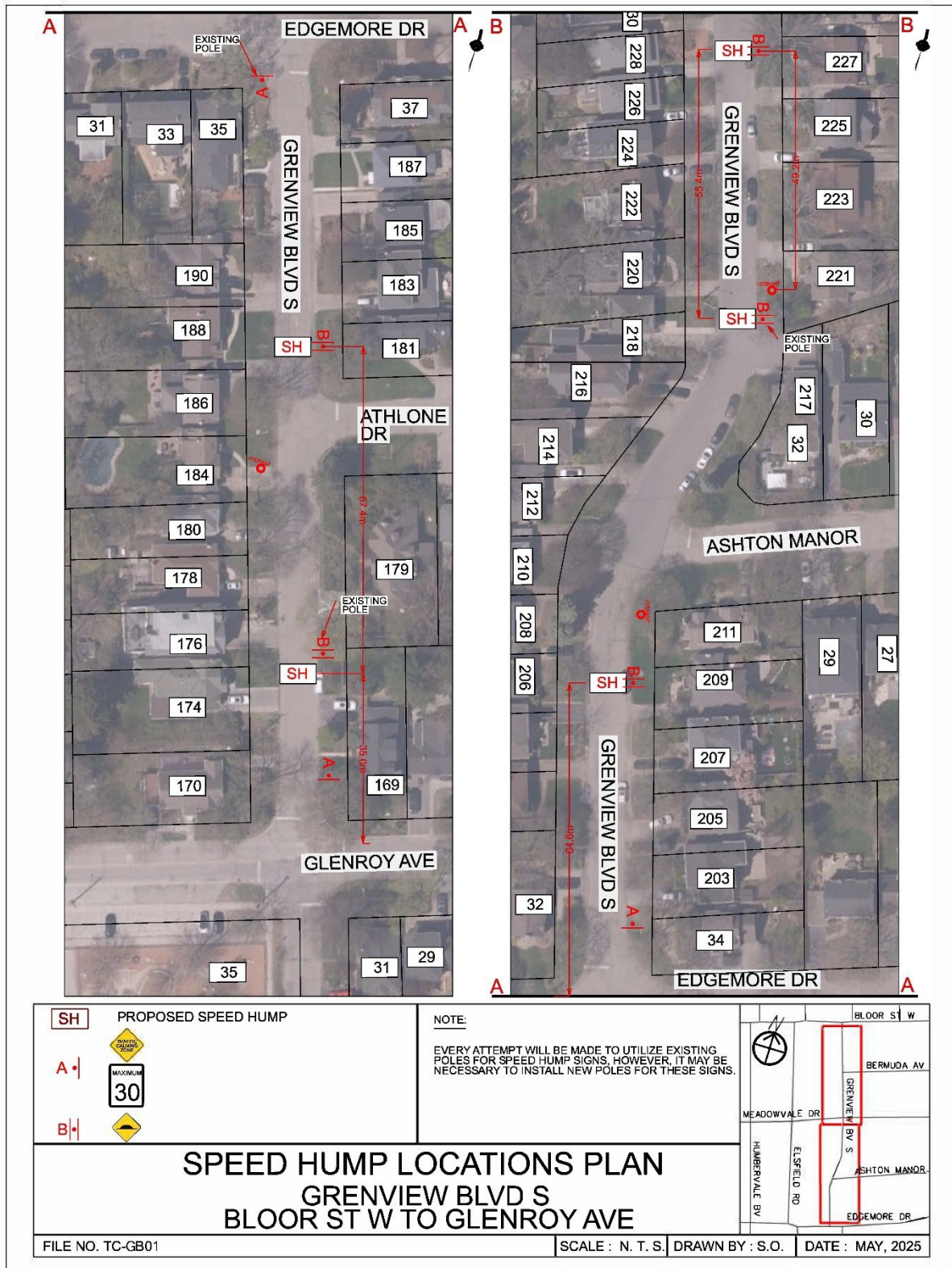


Fieldway Road between Munster Avenue and Green Lanes (page 2)

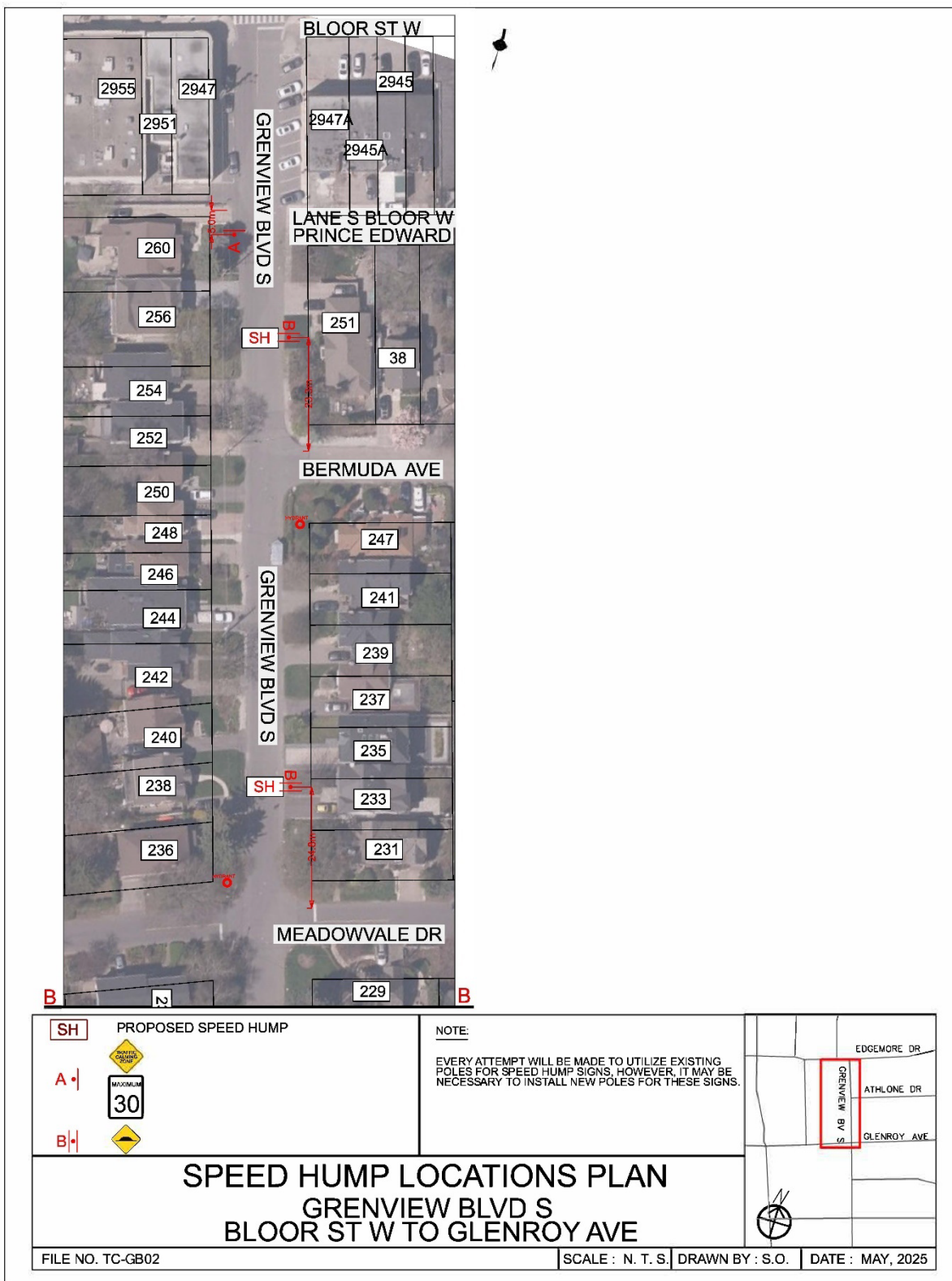




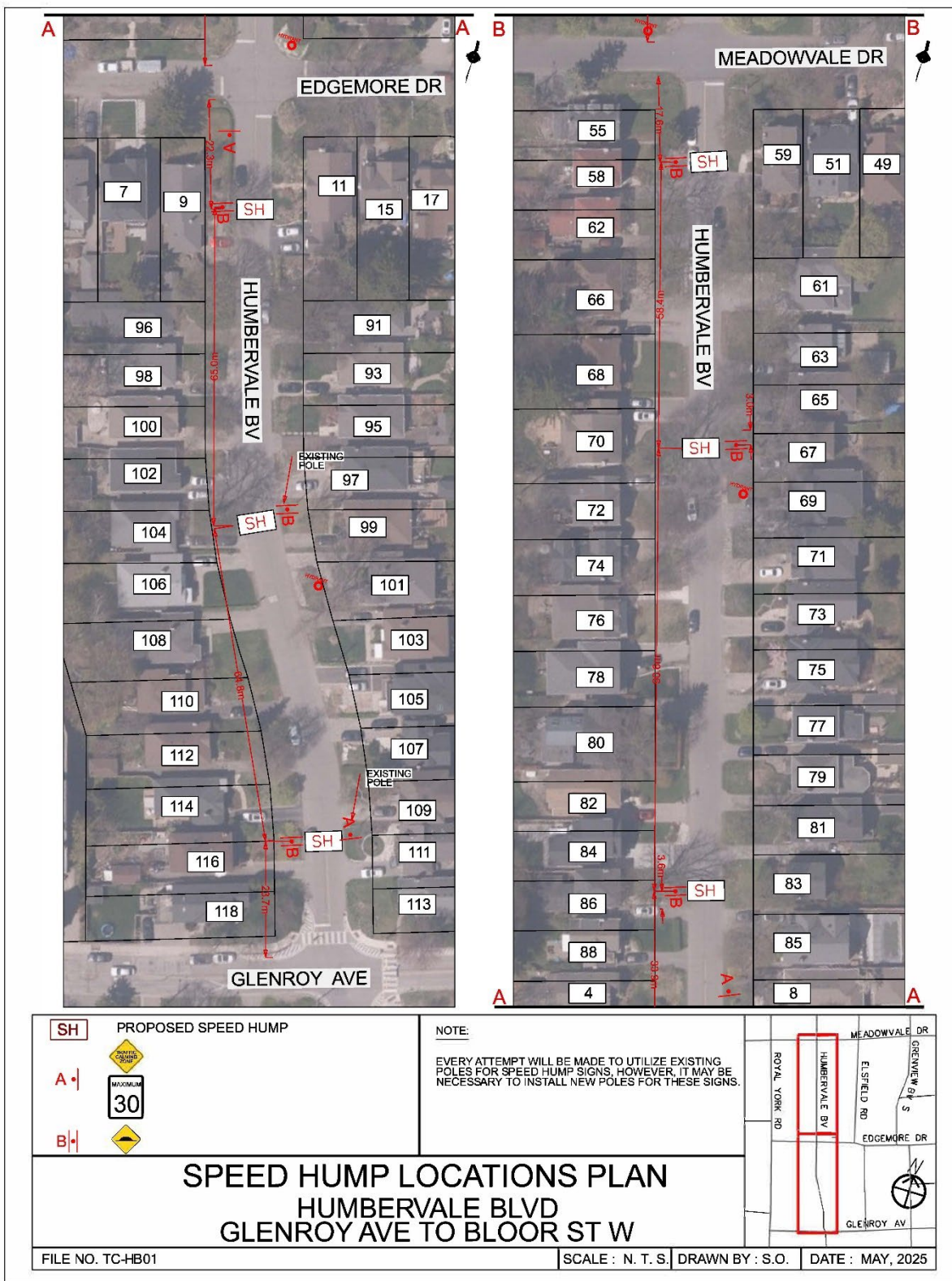
Grenview Boulevard South between Bloor Street West and Glenroy Avenue (page 1)



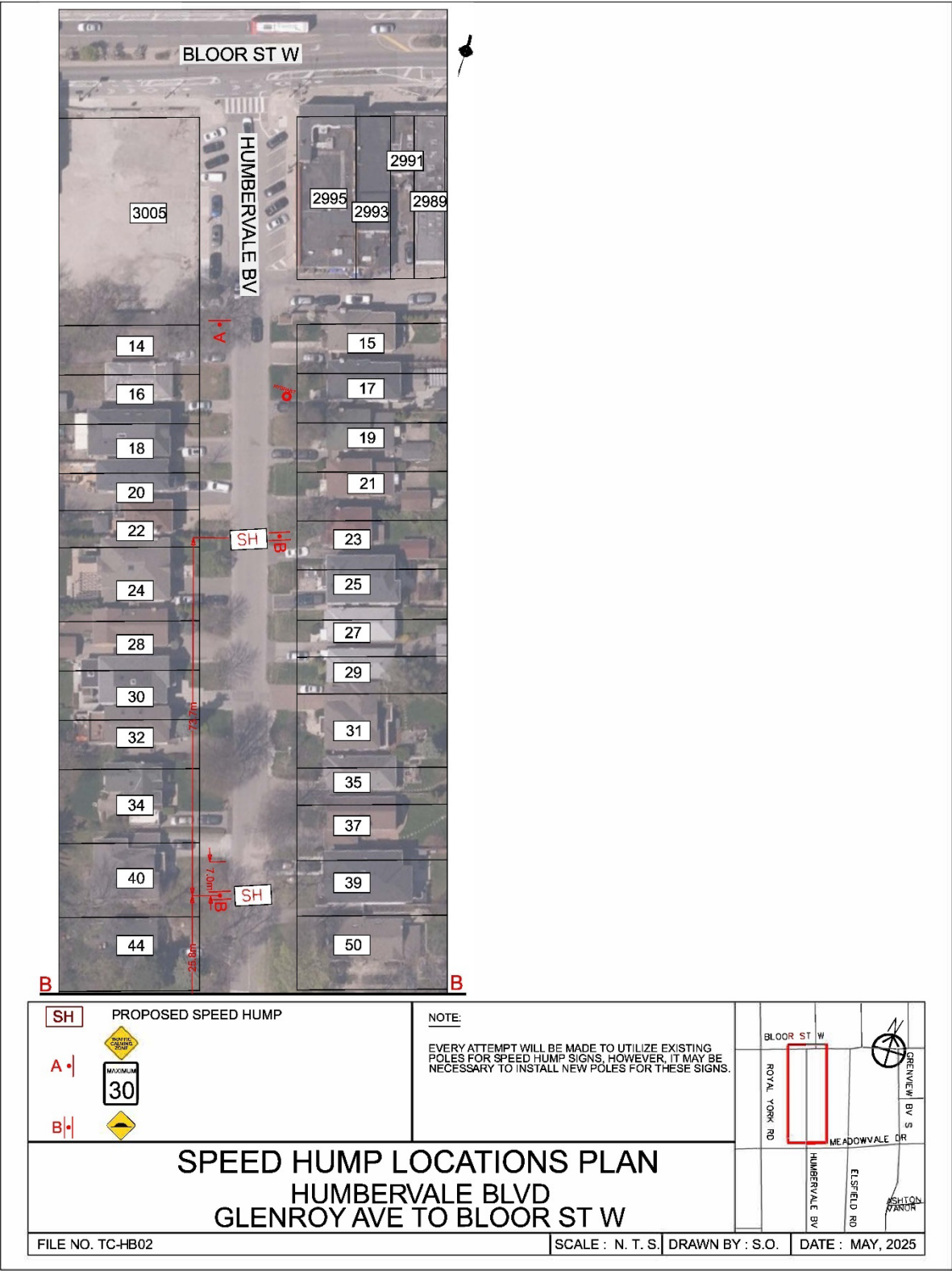
Grenview Boulevard South between Bloor Street West and Glenroy Avenue (page 2)



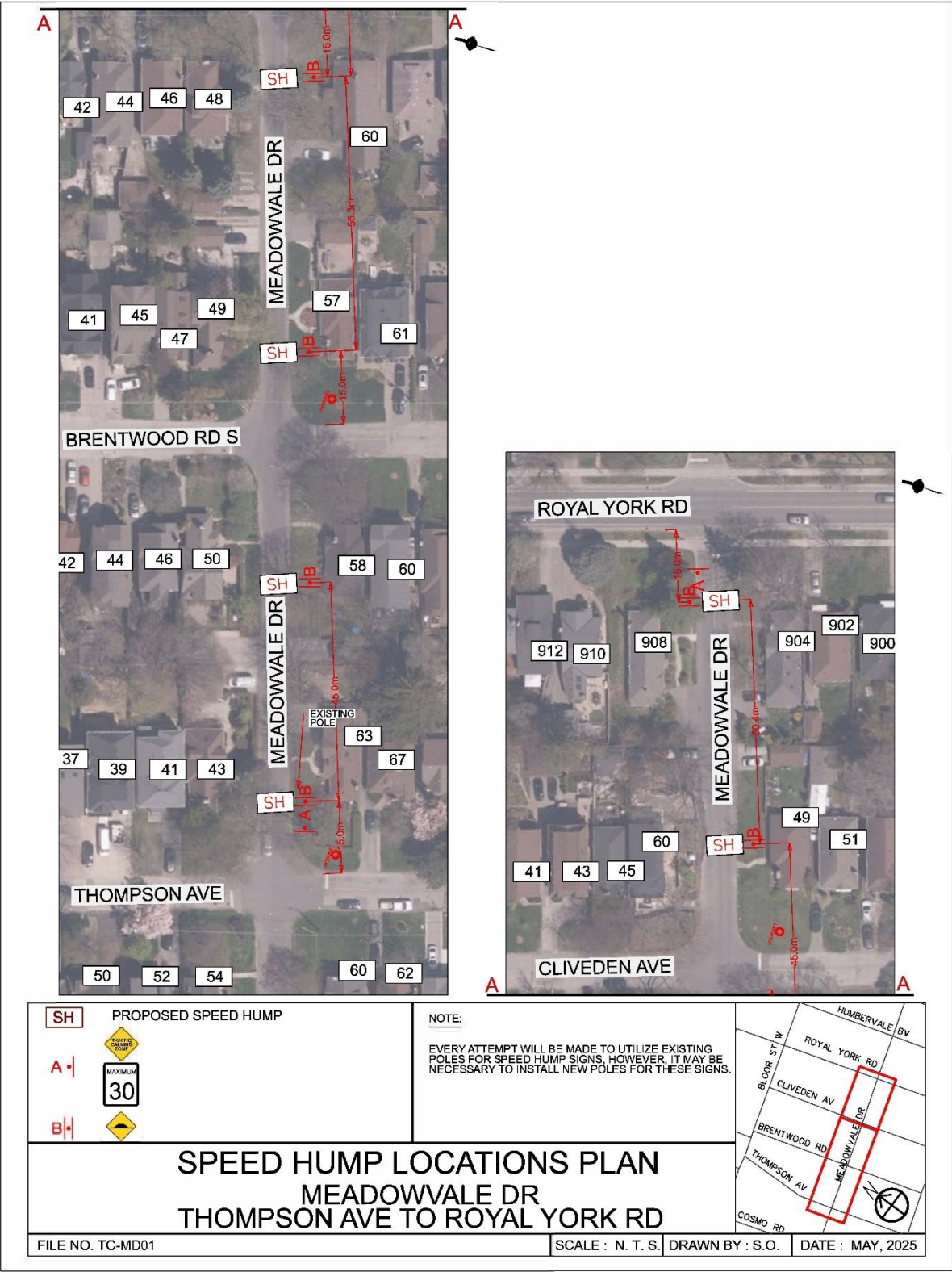
Humbervale Boulevard between Bloor Street West and Glenroy Avenue (page 1)



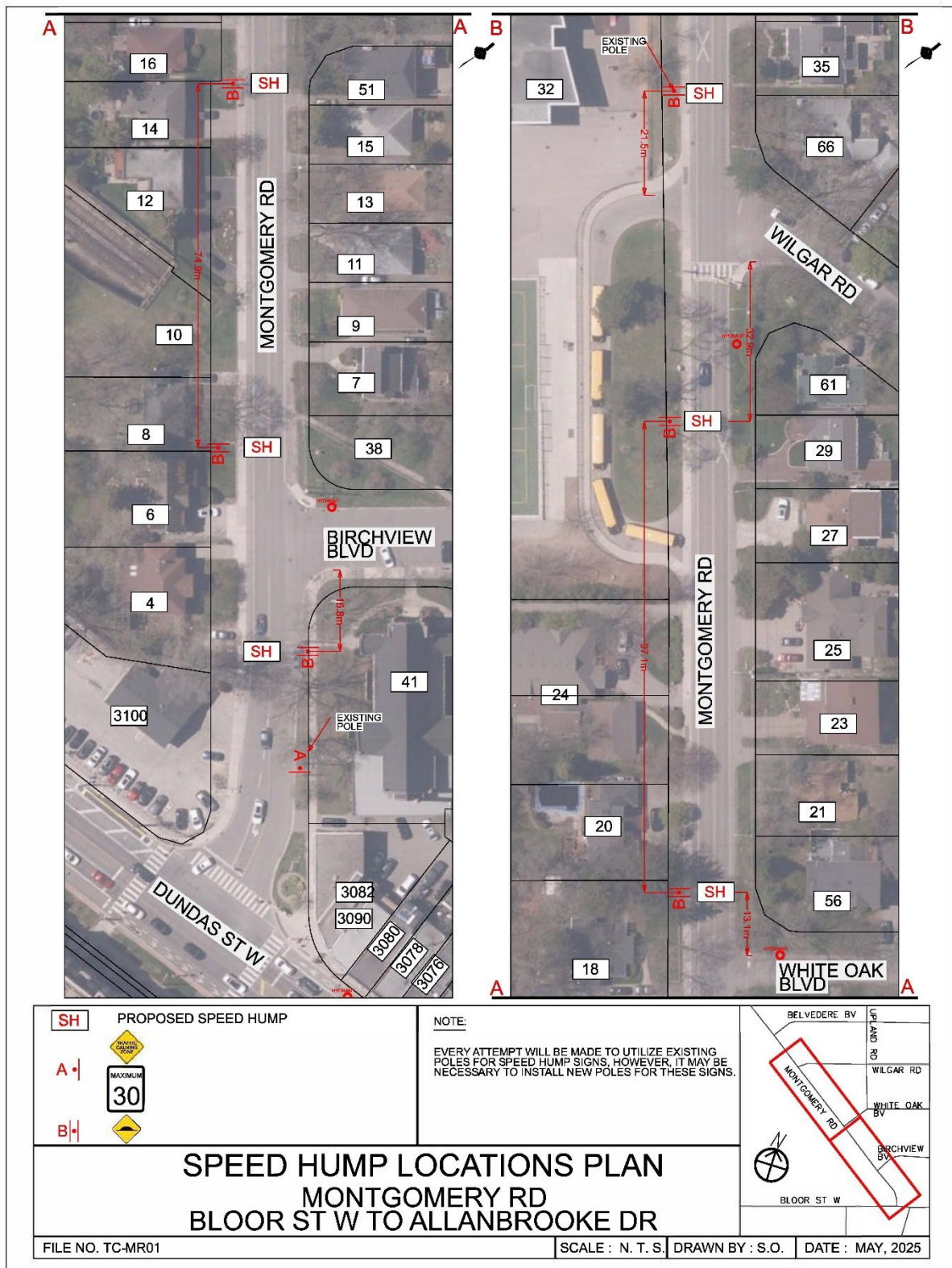
Humbervale Boulevard between Bloor Street West and Glenroy Avenue (page 2)



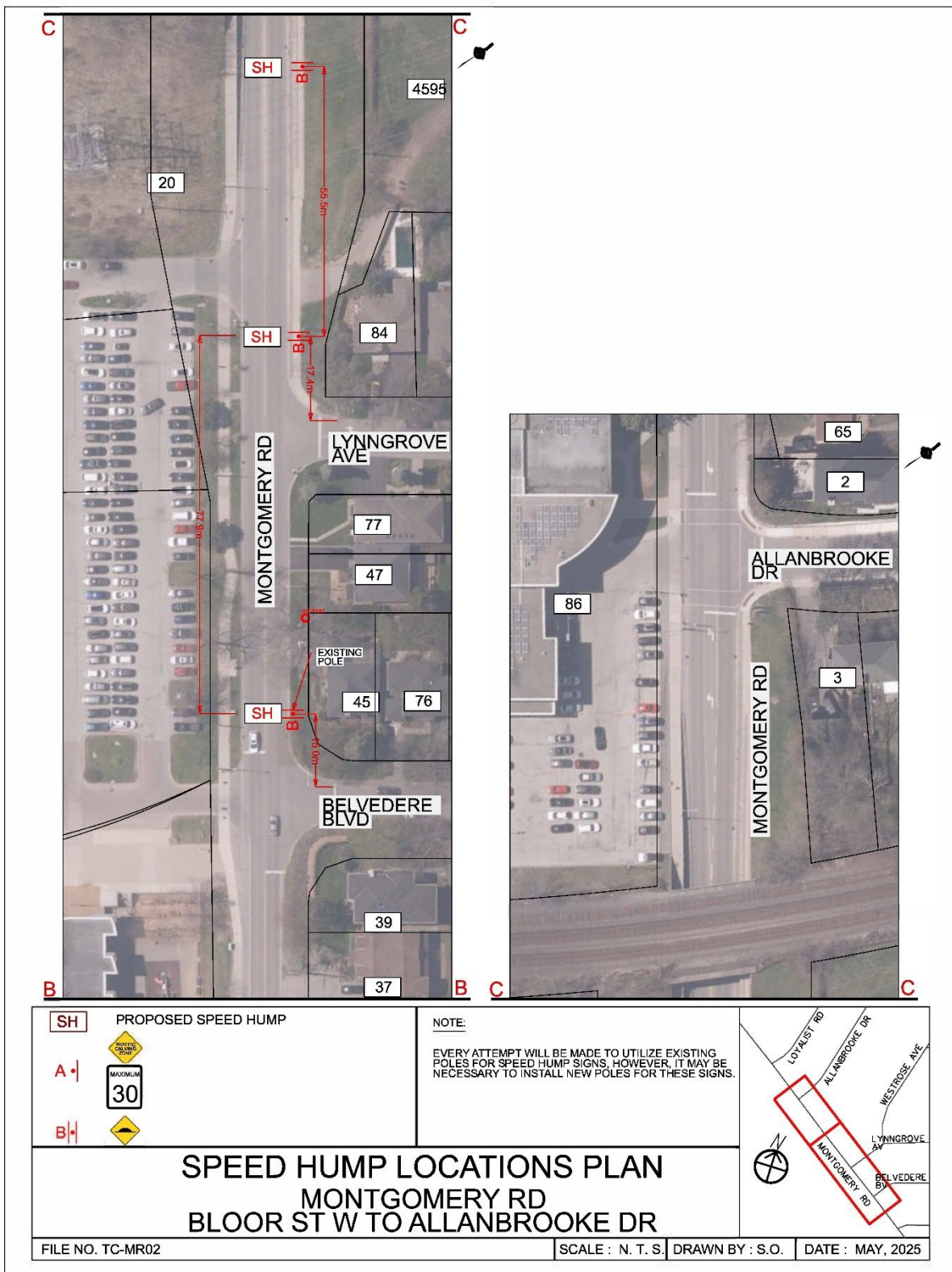
Meadowvale Drive between Thompson Avenue and Royal York Road



Montgomery Road between CPR Bridge (60 metres southeast of Allanbrooke Drive) and Bloor Street West (page 1)



Montgomery Road between CPR Bridge (60 metres southeast of Allanbrooke Drive) and Bloor Street West (page 2)



Thompson Avenue between Bloor Street West and Van Dusen Boulevard



Attachment 5 - Letter from Toronto Paramedic Services, dated May 7, 2025

RE: Traffic Calming in Wards 3



EMS Planning

To Emily Dalphy

Cc Atif Sharif; Jennifer Chung; EMS Planning

Follow up. Start by May 7, 2025. Due by May 7, 2025.



Wed 05/07/2025 12:46 PM

We have received and reviewed the proposal for installation of speed humps in Ward 3, with the following comments:

The installation of speed humps in Ward 3 will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if the streets identified throughout Ward 3 provide 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.

