

## **Traffic Calming (Speed Humps) - Sherwood Avenue**

**Date:** October 3, 2025

**To:** Scarborough Community Council

**From:** Director, Enforcement and Street Management, Transportation Services

**Wards:** Ward 21, Scarborough Centre

### **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 Sherwood Avenue, between Pharmacy Avenue and Warden Avenue. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Sherwood Avenue.

### **RECOMMENDATIONS**

---

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

1. Scarborough Community Council authorize the installation of speed humps on Sherwood Avenue, between Pharmacy Avenue and Warden Avenue.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of nine speed humps on Sherwood Avenue, between Pharmacy Avenue and Warden Avenue, generally as shown on Attachments 3, 4 and 5, Drawings TC-574, TC-574-1 and TC-574-2, dated September 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Sherwood Avenue" from the Director, Enforcement and Street Management, Transportation Services.

## **FINANCIAL IMPACT**

---

The estimated cost for installing nine speed humps on Sherwood Avenue is \$36,000.00. Funding would be 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 area residents, to investigate the feasibility of installing speed humps on Sherwood Avenue, between Pharmacy Avenue and Warden Avenue. The residents are concerned that motorists travel at a high rate of speed on Sherwood Avenue.

### **Existing Conditions**

Sherwood Avenue, between Pharmacy Avenue and Warden Avenue, is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of 8.5 metres
- The road is discontinuous for motorists, with a hydro corridor separating the east and west street segments mid-way between Pharmacy Avenue and Warden Avenue, although pedestrian access is maintained across the entire street length
- The daily two-way traffic volume is approximately 1,000 vehicles between Pharmacy Avenue and hydro corridor and approximately 780 vehicles between the hydro corridor and Warden Avenue
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks on both sides of the street
- There are all-way stop controlled intersections located at Wexford Boulevard and at Wayne Avenue

The land use in the area consists of single-family residential dwellings as well as Wexford Public School and Precious Blood Catholic School. The subject section of Sherwood Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 3, 4 and 5.

## Study Results

As part of the assessment of the warrant criteria, two vehicle speed and volume studies were conducted on Sherwood Avenue from September 12 to September 14, 2023.

The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by the City Council. The study results on Sherwood Avenue are summarized in Table 1.

Table 1: Sherwood Avenue Speed and Volume Study Results

Road section	Daily Traffic Volume	85th percentile speed criteria		95th percentile speed criteria	
		Results	Warrant Requirement	Results	Warrant Requirement
Between Pharmacy Avenue and the hydro corridor	1,000	43 km/h	38 km/h	47 km/h	45 km/h
Between the hydro corridor and Warden Avenue	780	44 km/h	38 km/h	49 km/h	45 km/h

Based on the study results, both sections of Sherwood Avenue, between Pharmacy Avenue and Warden Avenue, have satisfied the warrant criteria for the 85th and 95th percentile speeds. Additionally, all blocks are over the minimum 120 metre length requirement.

The overall investigation concluded that the eligibility and warrant criteria outlined in the Traffic Calming Policy have been satisfied. Therefore, staff recommend the installation of speed humps on Sherwood Avenue.

## Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceeds 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. Sherwood Avenue, between Pharmacy Avenue and Warden Avenue, scored 45 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**

Consultation with emergency services (Toronto Police Service, Toronto Fire Services and Toronto Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Emergency services were advised of this proposal.

Toronto Paramedic Services responded and advised of potential delays in emergency responses but expressed support for initiatives that enhance community safety. A copy of their full response is included in Attachment 6. Toronto Fire Services and Toronto Police Service has 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**

---

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services  
416-396-3226, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

---

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

## **ATTACHMENTS**

---

- Attachment 1: Traffic Calming Warrant - Sherwood Avenue, between Pharmacy Avenue and Hydro Field
- Attachment 2: Traffic Calming Warrant - Sherwood Avenue, between Hydro Field and Warden Avenue
- Attachment 3: Speed Hump Locations Plan - Sherwood Avenue, between Warden Avenue and Pharmacy Avenue (Matchline, see drawing TC-574-1)
- Attachment 4: Speed Hump Locations Plan - Sherwood Avenue, between Warden Avenue and Pharmacy Avenue (Matchline, see drawing TC-574-2)
- Attachment 5: Speed Hump Locations Plan - Sherwood Avenue, between Warden Avenue and Pharmacy Avenue
- Attachment 6: Letter from Toronto Paramedic Services, dated September 5, 2025

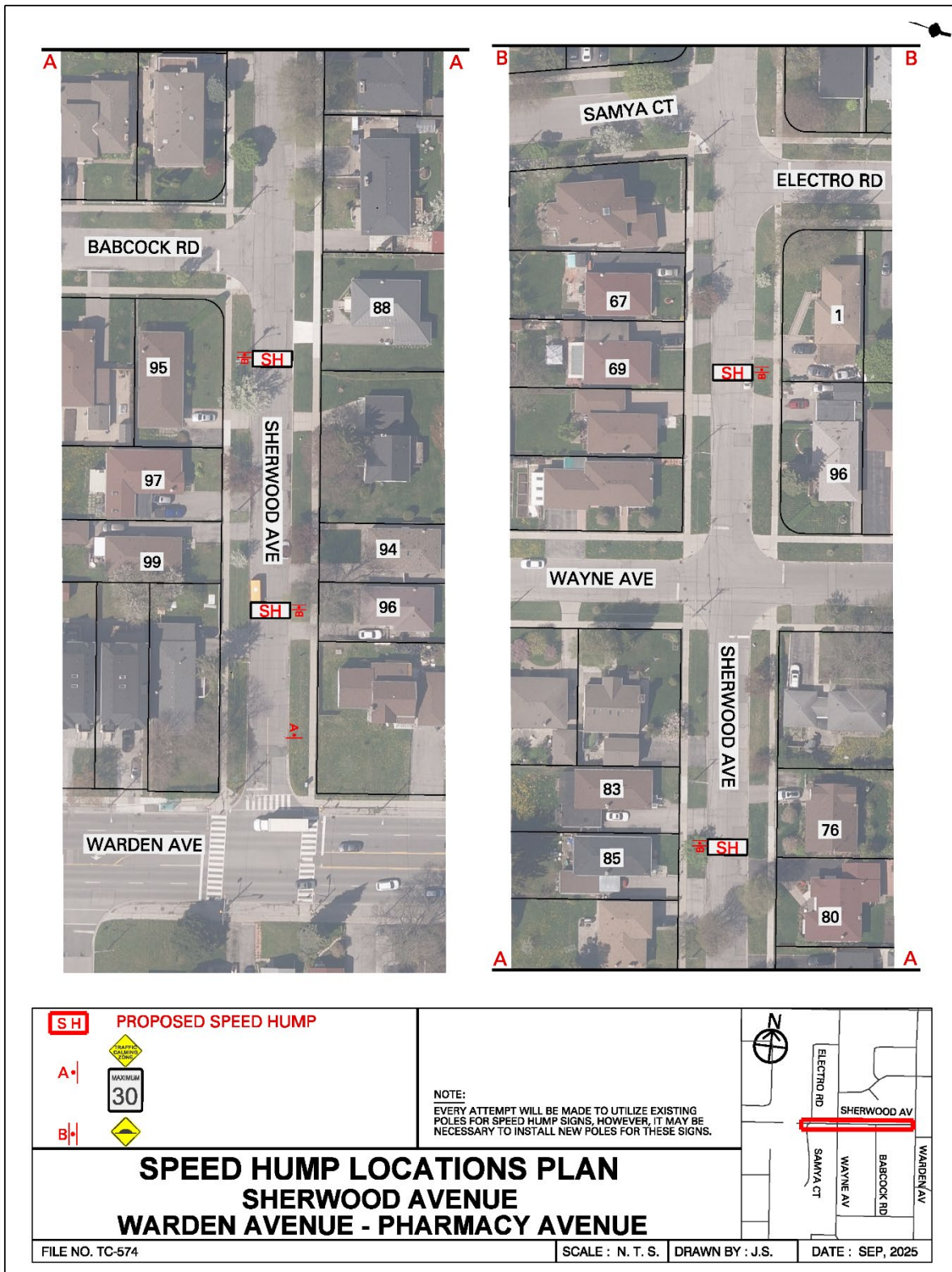
Attachment 1: Traffic Calming Warrant - Sherwood Avenue, between Pharmacy Avenue and Hydro Field

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	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	N/A
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (274 m, 136 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (13 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (17 km/h)

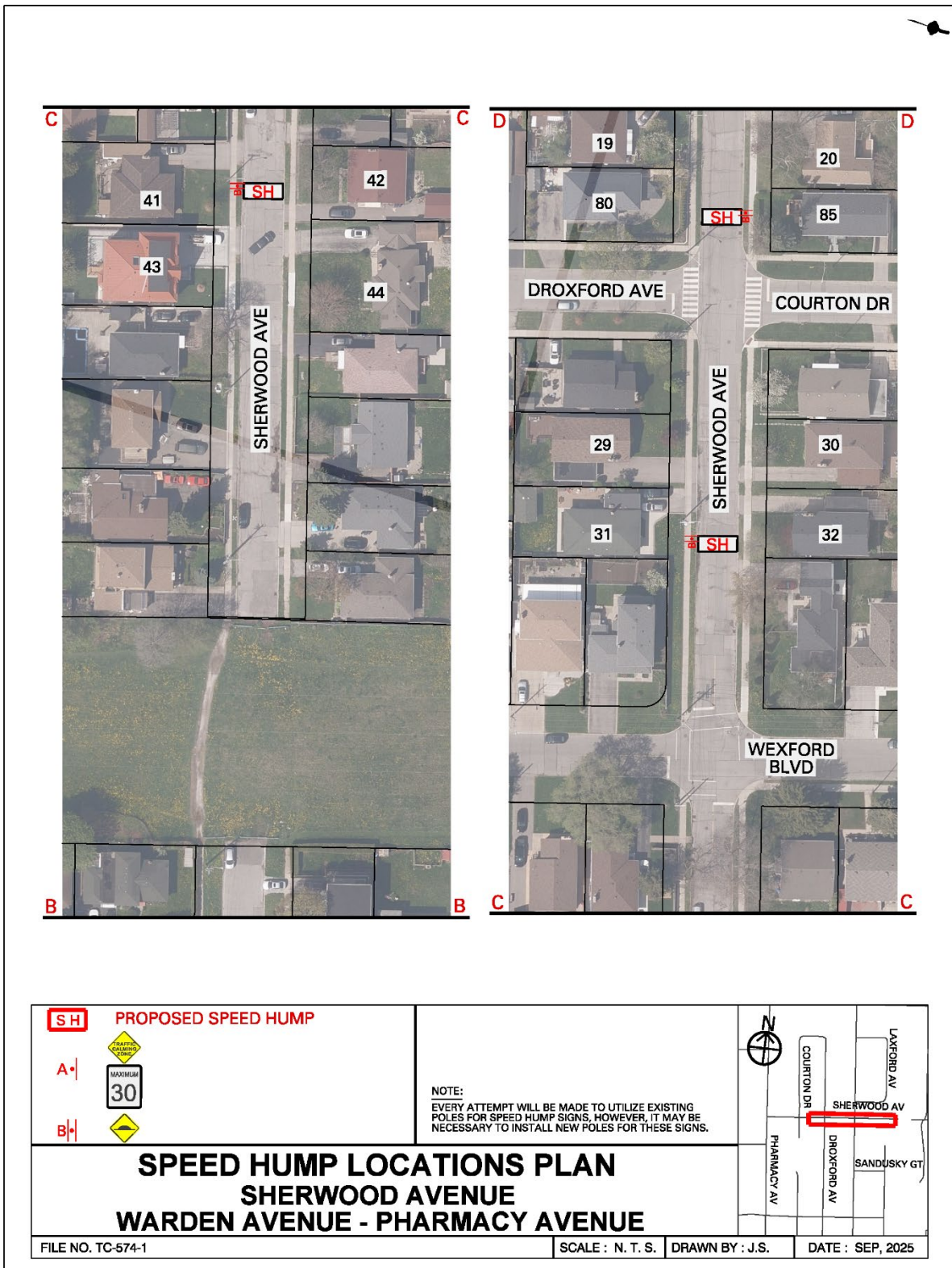
Attachment 2: Traffic Calming Warrant - Sherwood Avenue, between Hydro Field and Warden Avenue

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
	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	Yes
	Transit Services	No significant impacts to regularly scheduled Toronto Transit Commission (TTC) services	N/A
Warrant Criteria	Minimum Block Length	Minimum block length of 120 metres based on the measured distance from centre to centre of controlled intersections AND	Yes (124 m and 245 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (14 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (19 km/h)

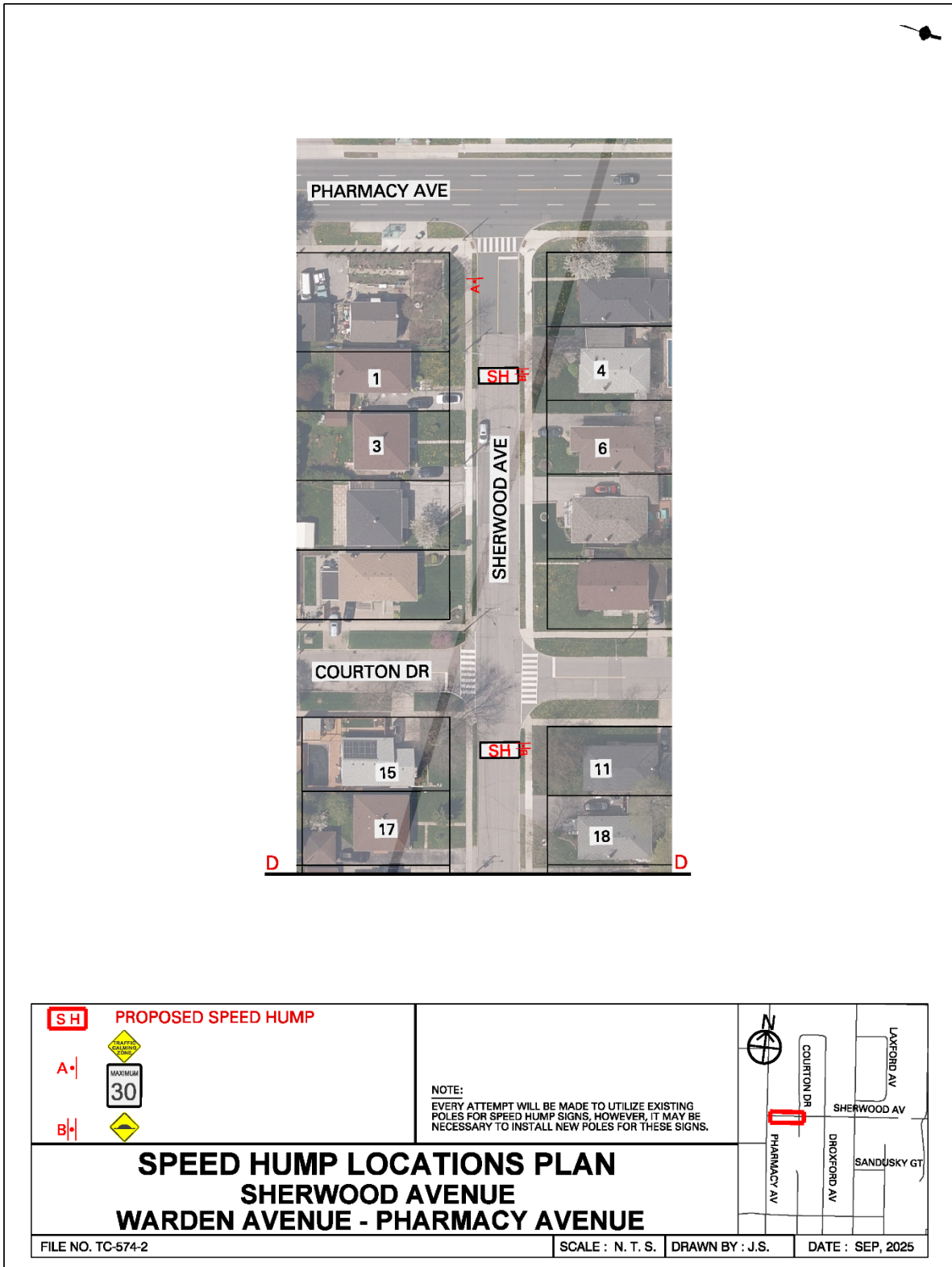
Attachment 3: Speed Hump Locations Plan - Sherwood Avenue, between Warden Avenue and Pharmacy Avenue (Matchline, see drawing TC-574-1)



Attachment 4: Speed Hump Locations Plan - Sherwood Avenue, between Warden Avenue and Pharmacy Avenue (Matchline, see drawing TC-574-2)



Attachment 5: Speed Hump Locations Plan - Sherwood Avenue, between Warden Avenue and Pharmacy Avenue



## Attachment 6: Letter from Toronto Paramedic Services, dated September 5, 2025

---

**From:** EMS Planning <[emsplanning@toronto.ca](mailto:emsplanning@toronto.ca)>  
**Sent:** September 5, 2025 2:07 PM  
**To:** Alena Suslina <[Alena.Suslina@toronto.ca](mailto:Alena.Suslina@toronto.ca)>  
**Cc:** Atif Sharif <[Atif.Sharif@toronto.ca](mailto:Atif.Sharif@toronto.ca)>; EMS Planning <[emsplanning@toronto.ca](mailto:emsplanning@toronto.ca)>  
**Subject:** RE: Speed Humps - Sherwood Avenue between Pharmacy Avenue and Warden Avenue

Hi Alena,

We have received and reviewed the proposal for installation of speed humps on Sherwood Avenue, between Pharmacy Avenue and Warden Avenue, with the following comments:

The installation of speed humps on Sherwood Avenue, between Pharmacy Avenue and Warden 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 Sherwood Avenue, between Pharmacy Avenue and Warden 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.

