

Traffic Circulation Changes, Traffic Calming (Speed Humps), and Parking Amendments - West Parkdale Neighbourhood

Date: May 20, 2025

To: Toronto and East York Community Council

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

Wards: Ward 4, Parkdale-High Park

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 requesting approval to convert Macdonell Avenue from Rideau Avenue to Fern Avenue from one-way southbound for motor vehicles to one-way northbound for motor vehicles, while maintaining two-way travel for cyclists. The purpose of this change is to address neighbourhood traffic infiltration concerns as part of the West Parkdale Cycling Connections project. In conjunction with this change, on-street parking is recommended to be moved from the west side of Macdonell Avenue to the east side between Rideau Avenue and Fern Avenue.

Transportation Services is recommending the installation of speed humps on Wabash Avenue between Sorauren Avenue and Macdonell Avenue in the West Parkdale neighbourhood. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied.

Transportation Services is also recommending the prohibition of on-street parking on the west side of Macdonell Avenue between Wabash Avenue and a point 40 metres south of Wabash Avenue, due to the narrowing of the roadway required to facilitate construction of a missing sidewalk on the east side of Macdonell Avenue. It is also recommended that on-street parking be added on the south side of Wabash Avenue from a point 16 metres west of Macdonell Avenue to a point six (6) metres west of Macdonell Avenue to offset the removal of the noted parking spaces on Macdonell Avenue.

RECOMMENDATIONS

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

1. Toronto and East York Community Council amend traffic and parking regulations required in Toronto Municipal Code Chapters 925 and 950, as generally described in Attachment 1 to the report entitled "Traffic Circulation Changes, Traffic Calming (Speed Humps), and Parking Amendments - West Parkdale Neighbourhood " from the Director, Planning, Design and Management, Transportation Services.
2. Toronto and East York Community Council authorize the installation of speed humps on Wabash Avenue between Sorauren Avenue and MacDonell Avenue.
3. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of speed humps, generally as shown on Attachment 3, Drawing TC-WA01 dated May 2025, attached to the report entitled "Traffic Circulation Changes, Traffic Calming (Speed Humps), and Parking Amendments - West Parkdale Neighbourhood" from the Director, Planning, Design and Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing two (2) speed humps on Wabash Avenue is \$8,000. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

The estimated cost to implement the traffic and parking changes recommended in this report is \$5,000. Funding is available for these changes is available within the Transportation Services 2025 Capital and Operating Budgets.

DECISION HISTORY

On October 24, 2024, Toronto and East York Community Council authorized the installation of speed humps on various streets in the West Parkdale neighbourhood, as well as speed bumps in one laneway, based on public feedback gathered during the consultation phase of the West Parkdale Cycling Connections project.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE17.34>

On June 26, 2024 City Council adopted Item IE14.4 - Cycling Network Plan - 2024 Cycling Infrastructure and Missing Sidewalk Installation - Third Quarter Update. This item included the installation of bikeways from The Queensway to Brock Avenue as part of the West Parkdale Cycling Connections project.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.4>

COMMENTS

The primary purpose of this report is to address concerns raised by neighbourhood residents following the installation of the West Parkdale Cycling Connections project, namely increased traffic volumes on Fern Avenue between Macdonell Avenue and Sorauren Avenue.

To evaluate these concerns, staff collected preliminary traffic volume and speed data in October 2024. A virtual public meeting was held in February 2025 to provide an update on observed traffic changes and public feedback received to date, discuss potential changes to address community concerns, and collect additional feedback. Feedback was also collected through a public feedback form - a [public consultation report](#) is available on the project website (toronto.ca/westparkdalecycling) that summarizes the comments received.

Based on the site observations conducted by staff, the results of the traffic counts, and public feedback, Transportation Services is recommending that Macdonell Avenue from Rideau Avenue to Fern Avenue be converted from one-way southbound to one-way northbound for motor vehicles, while maintaining two-way travel for cyclists. This conversion is intended to reduce traffic infiltration from Lansdowne Avenue, which is currently cutting through the West Parkdale neighbourhood via Rideau Avenue and Macdonell Avenue to Fern Avenue and continuing to points south and west.

In conjunction with the conversion of Macdonell Avenue to one-way northbound for motor vehicles, on-street parking currently on the west side will be relocated to the east side of Macdonell Avenue between Rideau Avenue and Fern Avenue.

As part of the traffic counts collected to evaluate the concerns raised by neighbourhood residents, staff also assessed locations for potential traffic calming (speed humps). The criteria as set out in the 2023 Traffic Calming Policy have been satisfied on Wabash Avenue between Sorauren Avenue and Macdonell Avenue, as such, Transportation Services is recommending the installation of speed humps on this block. The results of the traffic calming evaluation are included as Attachment 2.

In addition to the above recommendations, Transportation Services is recommending the prohibition of on-street parking on the west side of Macdonell Avenue between Wabash Avenue and a point 40 metres south of Wabash Avenue due, to the narrowing of the roadway required to facilitate construction of a missing sidewalk on the east side of Macdonell Avenue. This missing sidewalk segment was identified during public consultation for the West Parkdale Cycling Connections project and will be constructed by Engineering and Construction Services as part of local road resurfacing later this year.

To avoid impacting several mature trees in the existing boulevard, the new sidewalk segment will be constructed within the existing roadway. The resulting narrowing of the roadway requires prohibiting on-street parking to maintain two-way travel for motor vehicles. To offset the loss of approximately three (3) parking spaces Macdonell Avenue, Transportation Services is recommending approximately two (2) on-street

parking spaces be added to the south side of Wabash Avenue, west of Macdonell Avenue.

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: Traffic and Parking Amendments
Attachment 2: Traffic Calming Evaluation Summaries
Attachment 3: Speed Hump Locations Plan - Wabash Avenue between Sorauren Avenue and Macdonell Avenue
Attachment 4: Letter from Toronto Paramedic Services, dated May 7, 2025

Attachment 1: Traffic and Parking Amendments

TO BE RESCINDED

Chapter 950-1317 - Schedule XVII - One-Way Highways

Highway	Between	Times and/or Days	Direction
MacDonell Avenue	Fern Avenue and Rideau Avenue	Anytime	Southbound
MacDonell Avenue	Garden Avenue and Fern Avenue	Anytime	Northbound

Chapter 950-1312 - Schedule XIII - No Parking

Highway	Side	Between	Prohibited Times and/or Days
Wabash Avenue	Both	MacDonell Avenue and a point 43 metres west	Anytime
Wabash Avenue	South	MacDonell Avenue and a point 15 metres west	Anytime

Chapter 950-1313 - Schedule XIV - No Stopping

Highway	Side	Between	Prohibited Times and/or Days
MacDonell Avenue	East	Rideau Avenue and Fern Avenue	Anytime
MacDonell Avenue	West	Fern Avenue and Garden Avenue	Anytime

Chapter 950-1314 - Schedule XV - Parking for Restricted Periods

Highway	Side	Between	Time and/or Days	Maximum Period Permitted
MacDonell Avenue	West	Wright Avenue and Wabash Avenue	8:00 a.m. to 6:00 p.m.	1 hour

Highway	Side	Between	Time and/or Days	Maximum Period Permitted
MacDonell Avenue	East	Garden Avenue and Fern Avenue	8:00 a.m. to 6:00 p.m.	1 hour
MacDonell Avenue	West	Fern Avenue and Wright Avenue	8:00 a.m. to 6:00 p.m.	1 hour

Chapter 950-1324 - Schedule XXV - Entry Prohibited

Highway Not To Be Entered	From	Prohibited Times and/or Days
MacDonell Avenue north of Fern Avenue	MacDonell Avenue (northbound)	Anytime (bicycles excepted)
MacDonell Avenue south of Fern Avenue	MacDonell Avenue (southbound)	Anytime (bicycles excepted)

Chapter 925 - Schedule A - Permit Parking

Highway	Side	Location	Period	Time
MacDonell Avenue	Even	From Fern Avenue to Wabash Avenue	All times	12:01 a.m. to 7:00 a.m.

TO BE ENACTED

Chapter 950-1317 - Schedule XVII - One-Way Highways

Highway	Between	Times and/or Days	Direction
MacDonell Avenue	Rideau Avenue and Garden Avenue	Anytime	Northbound

Chapter 950-1312 - Schedule XIII - No Parking

Highway	Side	Between	Prohibited Times and/or Days
Wabash Avenue	North	MacDonell Avenue and a point 43 metres west	Anytime
Wabash Avenue	South	MacDonell Avenue and a point 6 metres west	Anytime
MacDonell Avenue	West	Wabash Avenue and a point 40 metres south	Anytime

Chapter 950-1313 - Schedule XIV - No Stopping

Highway	Side	Between	Prohibited Times and/or Days
MacDonell Avenue	West	Rideau Avenue and Garden Avenue	Anytime

Chapter 950-1314 - Schedule XV - Parking for Restricted Periods

Highway	Side	Between	Time and/or Days	Maximum Period Permitted
MacDonell Avenue	West	A point 40 metres south of Wabash Avenue and Rideau Avenue	8:00 a.m. to 6:00 p.m.	1 hour
MacDonell Avenue	East	Rideau Avenue and Garden Avenue	8:00 a.m. to 6:00 p.m.	1 hour

Highway	Side	Between	Time and/or Days	Maximum Period Permitted
Wabash Avenue	South	A point 6 metres west of MacDonell Avenue and a point 10 metres further west	8:00 a.m. to 6:00 p.m.	1 hour

Chapter 950-1324 - Schedule XXV - Entry Prohibited

Highway Not To Be Entered	From	Prohibited Times and/or Days
MacDonell Avenue south of Rideau Avenue	MacDonell Avenue (southbound)	Anytime (bicycles excepted)

Chapter 925 - Schedule A - Permit Parking

Highway	Side	Location	Period	Time
MacDonell Avenue	Odd	From Fern Avenue to Rideau Avenue	All times	12:01 a.m. to 7:00 a.m.
MacDonell Avenue	Even	From Rideau Avenue to Wabash Avenue	All times	12:01 a.m. to 7:00 a.m.

Attachment 2: Traffic Calming Evaluation Summary

Existing Conditions

Wabash Avenue is characterized by the following conditions:

- It is a two-lane, east-west, local roadway;
- It operates two-way vehicular traffic on a pavement width of approximately 16.4 metres;
- The daily traffic volume is approximately 1,400 vehicles between Sorauren Avenue and MacDonell Avenue;
- The speed limit is 30 km/h;
- Heavy trucks are prohibited at all times;
- There is no Toronto Transit Commission (TTC) service provided; and
- There are sidewalks located on both sides of the street.

The land use in the area consists of detached and semi-detached residential dwellings interspersed with a few small commercial businesses. On the west end of Wabash Avenue are two parks: Sorauren Avenue Park on the north side and Charles G. Williams Park on the south side.

A map of the area and proposed locations of the speed hump for Wabash Avenue between Sorauren Avenue and Macdonell Avenue is included as Attachment 3.

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 in October 2024. The study results are shown in Table 1. 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 percent 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.

Table 1: Traffic Calming Study Results for Local Roadway Segments

Street	From	To	24-hour Total Vehicle Volume	Block Length (metres)	85th Percentile Speed (km/h)	95th Percentile Speed (km/h)
Wabash Avenue	Sorauren Avenue	Macdonell Avenue	1,359	220	38.9	43.2

Based on the study results, Wabash Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length is greater than 120 metres and the operating speed is at least eight 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 have been satisfied. Therefore, staff recommend the Traffic Circulation Changes, Traffic Calming (Speed Humps), and Parking Amendments - West Parkdale Neighbourhood

installation of speed humps on Wabash Avenue between Sorauren Avenue and Macdonell 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; 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. Table 2 below shows the Prioritization Score where speed humps are recommended.

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.

Table 2: Prioritization Score

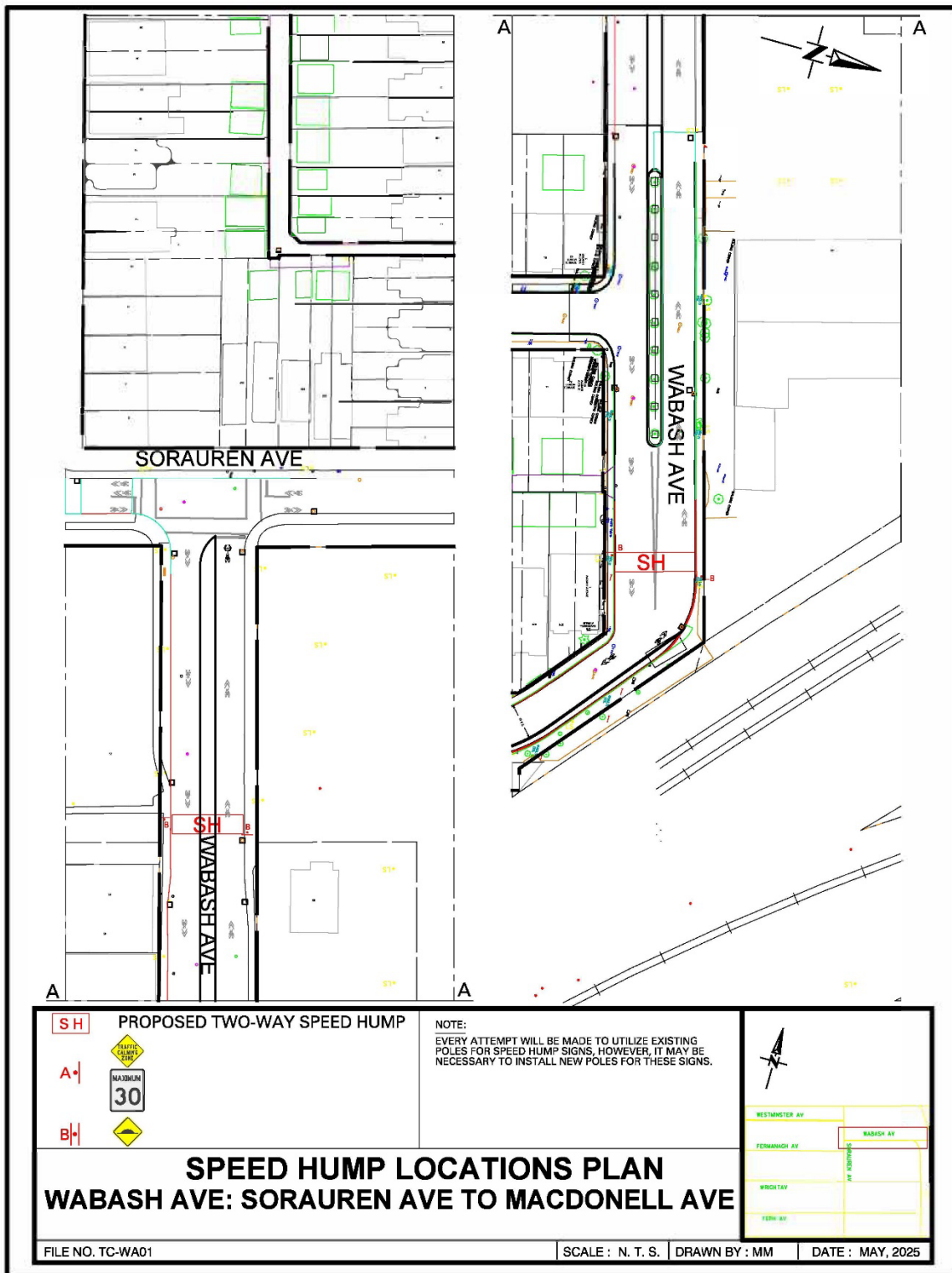
Street	From	To	Quantitative Score (X/100)	Qualitative Score (X/100)	Final Prioritization Score (X/100)
Wabash Avenue	Sorauren Avenue	Macdonell Avenue	14	17	16

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 were advised of this proposal. Toronto Fire Services did not provide a response.

Toronto Paramedic Services responded and advised that the installation of speed humps within the West Parkdale Community 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 as Attachment 4.

Attachment 3: Speed Hump Locations Plan



Attachment 4: Letter from Toronto Paramedic Services, dated May 7, 2025

RE: Traffic Calming in Wards 4



EMS Planning

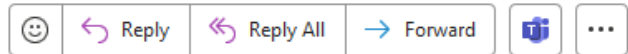
To Emily Dalphy

Cc Atif Sharif; Jennifer Chung; EMS Planning



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

You replied to this message on 05/07/2025 1:18 PM.



Wed 05/07/2025 12:46 PM

We have received and reviewed the proposal for installation of speed humps in Ward 4, with the following comments:

The installation of speed humps in Ward 4 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 4 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.

