

## **Traffic Calming (Speed Humps) - Various Streets in Ward 4**

**Date:** November 10, 2025

**To:** Toronto and East York Community Council

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

**Wards:** Ward 4, Parkdale-High Park

### **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 the seven streets in Ward 4 listed below. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied for all streets. Therefore, speed humps should be installed on the streets recommended in this report.

- Alhambra Avenue, between Boustead Avenue and Bloor Street West
- Glendonwynne Road, between Bloor Street West and Glenlake Avenue (south intersection)
- Gwynne Avenue, between King Street West and Queen Street West
- Humberside Avenue, between Dundas Street West and Indian Road Crescent
- Indian Road Crescent, between Glenlake Avenue and Annette Street
- Montye Avenue, between Willard Avenue and Jane Street
- Vernon Street, between Gilmour Avenue and Runnymede Road

During the investigation, Transportation Services discovered the discrepancy between the by-lawed compulsory stop controls and the posted signage on Alhambra Avenue. Recommendations 2 and 3 will rectify these inconsistencies.

## **RECOMMENDATIONS**

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

1. Toronto and East York Community Council authorize the installation of speed humps on the streets set out in Attachment 1 to the report “Traffic Calming (Speed Humps) - Various Street in Ward 4”, dated November 10, 2025, from the Director, Enforcement and Street Management, Transportation Services.
2. Toronto and East York Community Council authorize a compulsory stop control for eastbound traffic on Radford Avenue at Alhambra Avenue.
3. Toronto and East York Community Council authorize a compulsory stop control for southbound traffic on Alhambra Avenue at Boustead Avenue.

## **FINANCIAL IMPACT**

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The estimated cost for installing a total of thirty-eight speed humps on the streets listed in this report is \$152,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Capital Budget. The estimated cost by street is as follows:

- Six speed humps on Alhambra Avenue, between Boustead Avenue and Bloor Street West, costing \$24,000.00
- Six speed humps on Glendonwynne Road, between Bloor Street West and Glenlake Avenue (north intersection), costing \$24,000.00
- Six speed humps on Gwynne Avenue, between King Street West and Queen Street West, costing \$24,000.00
- Five speed humps on Humberside Avenue, between Dundas Street West and Indian Road Crescent, costing \$20,000.00
- Nine speed humps on Indian Road Crescent, between Glenlake Avenue and Annette Street, costing \$36,000.00
- Three speed humps on Montye Avenue, between Willard Avenue and Jane Street, costing \$12,000.00
- Three speed humps on Vernon Street, between Gilmour Avenue and Runnymede Road, costing \$12,000.00

## DECISION HISTORY

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This report addresses a new initiative.

## COMMENTS

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Transportation Services received requests from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps for the seven streets listed in this report. The residents of these streets are concerned that motorists travel at a high rate of speed.

The existing conditions and study results for the seven streets recommended for speed humps in this report are listed individually below. 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. The ranking points out of a possible 100 have also been listed for each street.

### A. Alhambra Avenue

#### Existing Conditions

Alhambra Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 7.3 metres
- The daily two-way traffic volume is approximately 980 vehicles
- 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 located on both sides of the street

The land use in the area consists of detached single-family residential dwellings with commercial and multi-family dwellings in the vicinity of Alhambra Avenue and Bloor Street West. This subject section of Alhambra Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 9.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Alhambra Avenue from March 25 to 27, 2025.

The study results on Alhambra Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 980 vehicles
- The block length on Alhambra Avenue, between Boustead Avenue and Bloor Street West, is approximately 300 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 38 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 44 km/h

Based on the study results, Alhambra Avenue 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 8 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 Alhambra Avenue.

### **Relative Priority**

Alhambra Avenue, between Boustead Avenue and Bloor Street West, scored 13 ranking points out of a possible 100.

## **B. Glendonwyne Road**

### **Existing Conditions**

Glendonwyne Road is characterized by the following conditions:

- It is a two lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 8.5 metres
- The daily traffic volume is approximately 1,260 vehicles
- The speed limit is 30 km/h

- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. Ursula Franklin Academy is located on the northwest corner of Glendonwynne Road and Glenlake Avenue. This subject section of Glendonwynne Road is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 10 and 11.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Glendonwynne Road from June 18 to 20, 2024.

The study results on Glendonwynne Road disclosed the following:

- 24-hour total vehicle volume is approximately 1,260 vehicles
- The block length on Glendonwynne Road, between Bloor Street West and Glenlake Avenue (south intersection) is approximately 475 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 42 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 46 km/h

Based on the study results, Glendonwynne Road has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 12 km/h over the warranted speed of 30 km/h and the 95th percentile speed is 16 km/h more than 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 Glendonwynne Road.

### **Relative Priority**

Glendonwynne Road, between Bloor Street West and Glenlake Avenue (south intersection), scored 33 ranking points out of a possible 100.

## **C. Gwynne Avenue**

### **Existing Conditions**

Gwynne Avenue is characterized by the following conditions:

- It is a one-lane, north-south, local roadway
- It operates one-way southbound traffic on a pavement width of 7.3 metres
- The daily one-way traffic volume is approximately 1,330 vehicles

- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. Parkdale Community Centre is located on the southeast corner of Queen Street West and Gwynne Avenue. This subject section of Gwynne 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 12 and 13.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Gwynne Avenue from October 26 to 28, 2021.

The study results on Gwynne Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 1,330 vehicles
- The block lengths on Gwynne Avenue, between King Street West and Melbourne Avenue is approximately 180 metres, and between Melbourne Avenue and Queen Street West is approximately 185 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 49 km/h

Based on the study results, Gwynne Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres, the operating speed is 13 km/h over the warranted speed of 30 km/h and the 95th percentile speed is 19 km/h more than 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 Gwynne Avenue.

### **Relative Priority**

Gwynne Avenue, between King Street West and Queen Street West, scored 44 ranking points out of a possible 100.

## **D. Humberside Avenue**

### **Existing Conditions**

Humberside Avenue is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway

- It operates two-way traffic on a pavement width of 9.8 metres, between Dundas Street West and a point 67 metres west, and with a pavement width of 8.0 metres, between a point 67 metres west of Dundas Street West and Indian Road Crescent
- The daily two-way traffic volume is approximately 2,270 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. Indian Road Crescent Junior Public School is located at the northeast corner of Humberside Avenue and Indian Road Crescent. This subject section of Humberside Avenue is within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 14.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Humberside Avenue from October 10 to 12, 2023.

The study results on Humberside Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 2,270 vehicles
- The blocks length on Humberside Avenue, between Dundas Street West and Indian Road is approximately 190 metres, and between Indian Road and Indian Road Crescent is approximately 140 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 41 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 44 km/h

Based on the study results, Humberside Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres and the operating speed is 11 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 Humberside Avenue.

### **Relative Priority**

Humberside Avenue, between Dundas Street West and Indian Road Crescent, scored 19 ranking points out of a possible 100.

## **E. Indian Road Crescent**

### **Existing Conditions**

Indian Road Crescent is characterized by the following conditions:

- It is a two lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 7.3 metres, between Glenlake Avenue and Kenneth Avenue, with a pavement width of 7.5 metres, between Kenneth Avenue and Humberside Avenue, and with a pavement width of 8.5 metres, between Humberside Avenue and Annette Street
- The daily traffic volume is approximately 950 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. Indian Road Crescent Junior Public School is located at the northeast corner of Humberside Avenue and Indian Road Crescent. The section of Indian Road Crescent, between Humberside Avenue and Annette Street is within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 15 and 16.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Indian Road Crescent on March 30, 2022, and from August 30 to September 1, 2022.

The study results on Indian Road Crescent disclosed the following:

- 24-hour total vehicle volume is approximately 950 vehicles
- The block length on Indian Road Crescent, from Glenlake Avenue to Humberside Avenue is approximately 390 metres, and between Humberside Avenue and Annette Street is approximately 180 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 39 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 44 km/h

Based on the study results, Indian Road Crescent has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres and the operating speed is 9 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 Indian Road Crescent.

### **Relative Priority**

Indian Road Crescent, between Glenlake Avenue and Annette Street, scored 21 ranking points out of a possible 100.

## **F. Montye Avenue**

### **Existing Conditions**

Montye Avenue is characterized by the following conditions:

- It is a one-lane, east-west, local roadway
- It operates one-way eastbound traffic on a pavement width of 7.3 metres
- The daily one-way traffic volume is approximately 750 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Montye Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 17.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Montye Avenue from April 18 to 20, 2023.

The study results on Montye Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 750 vehicles
- The block length on Montye Avenue, between Willard Avenue and Jane Street, is approximately 235 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 42 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, Montye Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 12 km/h over the warranted speed of 30 km/h and the 95th percentile speed is 17 km/h more than 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 Montye Avenue.

### **Relative Priority**

Montye Avenue, between Willard Avenue and Jane Street, scored 28 ranking points out of a possible 100.

## **G. Vernon Street**

### **Existing Conditions**

Vernon Street 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 7.3 metres
- The daily traffic volume is approximately 200 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Vernon Street is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 18.

### **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Vernon Street from November 2 to 4, 2021.

The study results on Vernon Street disclosed the following:

- 24-hour total vehicle volume is approximately 200 vehicles
- The block length from Vernon Street, from Gilmour Avenue to Runnymede Road, is approximately 210 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 42 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, Vernon Street has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 12 km/h over the warranted speed of 30 km/h and the 95th percentile speed is 17 km/h more than 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 Vernon Street.

### **Relative Priority**

Vernon Street, between Gilmour Avenue and Runnymede Road, scored 23 ranking points out of a possible 100.

### **Other Impacts**

No alterations to parking regulations will be required on any streets, 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.

Toronto Paramedic Services responded and advised they support the installation of speed humps, however, there are concerns that it may negatively impact their service delivery. A copy of their full response is included in Attachment 19 and Attachment 20. 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.

### **Housekeeping Issues**

Transportation Services also detected inconsistencies in the traffic by-law related to the current signed parking regulations on Alhambra Avenue. These inconsistencies will be resolved with the approval of Recommendations 2 and 3 of this report.

## **CONTACT**

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

## **SIGNATURE**

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

## **ATTACHMENTS**

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- Attachment 1: Speed Hump Recommendations
- Attachment 2: Traffic Calming Warrant - Alhambra Avenue, between Boustead Avenue and Bloor Street West
- Attachment 3: Traffic Calming Warrant - Glendonwynne Road, between Bloor Street West and Glenlake Avenue (south intersection)
- Attachment 4: Traffic Calming Warrant - Gwynne Avenue, between King Street West and Queen Street West
- Attachment 5: Traffic Calming Warrant - Humberside Avenue, between Dundas Street West and Indian Road Crescent
- Attachment 6: Traffic Calming Warrant - Indian Road Crescent, between Glenlake Avenue and Annette Street
- Attachment 7: Traffic Calming Warrant - Montye Avenue, between Willard Avenue and Jane Street
- Attachment 8: Traffic Calming Warrant - Vernon Street, between Gilmour Avenue and Runnymede Road
- Attachment 9: Speed Hump Locations Plan - Alhambra Avenue, Boustead Avenue - Bloor Street West
- Attachment 10: Speed Hump Locations Plan - Glendonwynne Road, Bloor Street West - Glenlake Avenue (south intersection) (Matchline, see drawing TC-577-1)

Attachment 11: Speed Hump Locations Plan - Glendonwynne Road, Bloor Street West - Glenlake Avenue (south intersection)  
Attachment 12: Speed Hump Locations Plan - Gwynne Avenue, King Street West - Queen Street West (Matchline, see drawing TC-576-1)  
Attachment 13: Speed Hump Locations Plan - Gwynne Avenue, King Street West - Queen Street West  
Attachment 14: Speed Hump Locations Plan - Humberside Avenue, Dundas Street West - Indian Road Crescent  
Attachment 15: Speed Hump Locations Plan - Indian Road Crescent, Glenlake Avenue - Annette Street (Matchline, see drawing TC-575-1)  
Attachment 16: Speed Hump Locations Plan - Indian Road Crescent, Glenlake Avenue - Annette Street  
Attachment 17: Speed Hump Locations Plan - Montye Avenue, Willard Avenue - Jane Street  
Attachment 18: Speed Hump Locations Plan - Vernon Street, Gilmour Avenue - Runnymede Road  
Attachment 19: Letter from Toronto Paramedic Services, dated September 12, 2025  
Attachment 20: Letter from Toronto Paramedic Services, dated September 13, 2025

## Attachment 1: Speed Hump Recommendations

1. Toronto and East York Community Council authorize the installation of traffic calming (six speed humps) on Alhambra Avenue, between Boustead Avenue and Bloor Street West, generally as shown in Attachment 9, Drawing No. TC-583, dated October 2025 from the Director, Enforcement and Street Management, Transportation Services.
2. Toronto and East York Community Council authorize the installation of traffic calming (six speed humps) on Glendonwynne Road, between Bloor Street West and Glenlake Avenue (south intersection), generally as shown in Attachments 10 and 11, Drawings TC-577 and TC-577-1, dated October 2025 from the Director, Enforcement and Street Management, Transportation Services.
3. Toronto and East York Community Council authorize the installation of traffic calming (six speed humps) on Gwynne Avenue, between King Street West and Queen Street West generally as shown in Attachments 12 and 13, Drawings TC-576 and TC-576-1, dated September 2025 from the Director, Enforcement and Street Management, Transportation Services.
4. Toronto and East York Community Council authorize the installation of traffic calming (five speed humps) on Humberside Avenue, between Dundas Street West and Indian Road Crescent, generally as shown in Attachment 14, Drawing No. TC-580, dated September 2025 from the Director, Enforcement and Street Management, Transportation Services.
5. Toronto and East York Community Council authorize the installation of traffic calming (nine speed humps) on Indian Road Crescent, between Glenlake Avenue and Annette Street, generally as shown in Attachments 15 and 16, Drawings TC-575 and TC-575-1, dated September 2025 from the Director, Enforcement and Street Management, Transportation Services.
6. Toronto and East York Community Council authorize the installation of traffic calming (three speed humps) on Montye Avenue, between Willard Avenue and Jane Street, generally as shown in Attachment 17, Drawing No. TC-579, dated September 2025 from the Director, Enforcement and Street Management, Transportation Services.
7. Toronto and East York Community Council authorize the installation of traffic calming (three speed humps) on Vernon Street, between Gilmour Avenue and Runnymede Road, generally as shown in Attachment 18, Drawing No. TC-578, dated September 2025 from the Director, Enforcement and Street Management, Transportation Services.

Attachment 2: Traffic Calming Warrant - Alhambra Avenue, between Boustead Avenue and Bloor Street West

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 (300 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (8 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (14 km/h)

Attachment 3: Traffic Calming Warrant - Glendonwynne Road, between Bloor Street West and Glenlake Avenue (south intersection)

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 (475 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (12 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (16 km/h)

Attachment 4: Traffic Calming Warrant - Gwynne Avenue, between King Street West and Queen Street West

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 (180 m, 185 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 (19 km/h)

Attachment 5: Traffic Calming Warrant - Humberside Avenue, between Dundas Street West and Indian Road Crescent

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 (190 m, 140 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (11 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (14 km/h)

Attachment 6: Traffic Calming Warrant - Indian Road Crescent, between Glenlake Avenue and Annette Street

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	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 (390 m and 180 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (9 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (14 km/h)

Attachment 7: Traffic Calming Warrant - Montye Avenue, between Willard Avenue and Jane Street

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 (235 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (12 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (17 km/h)

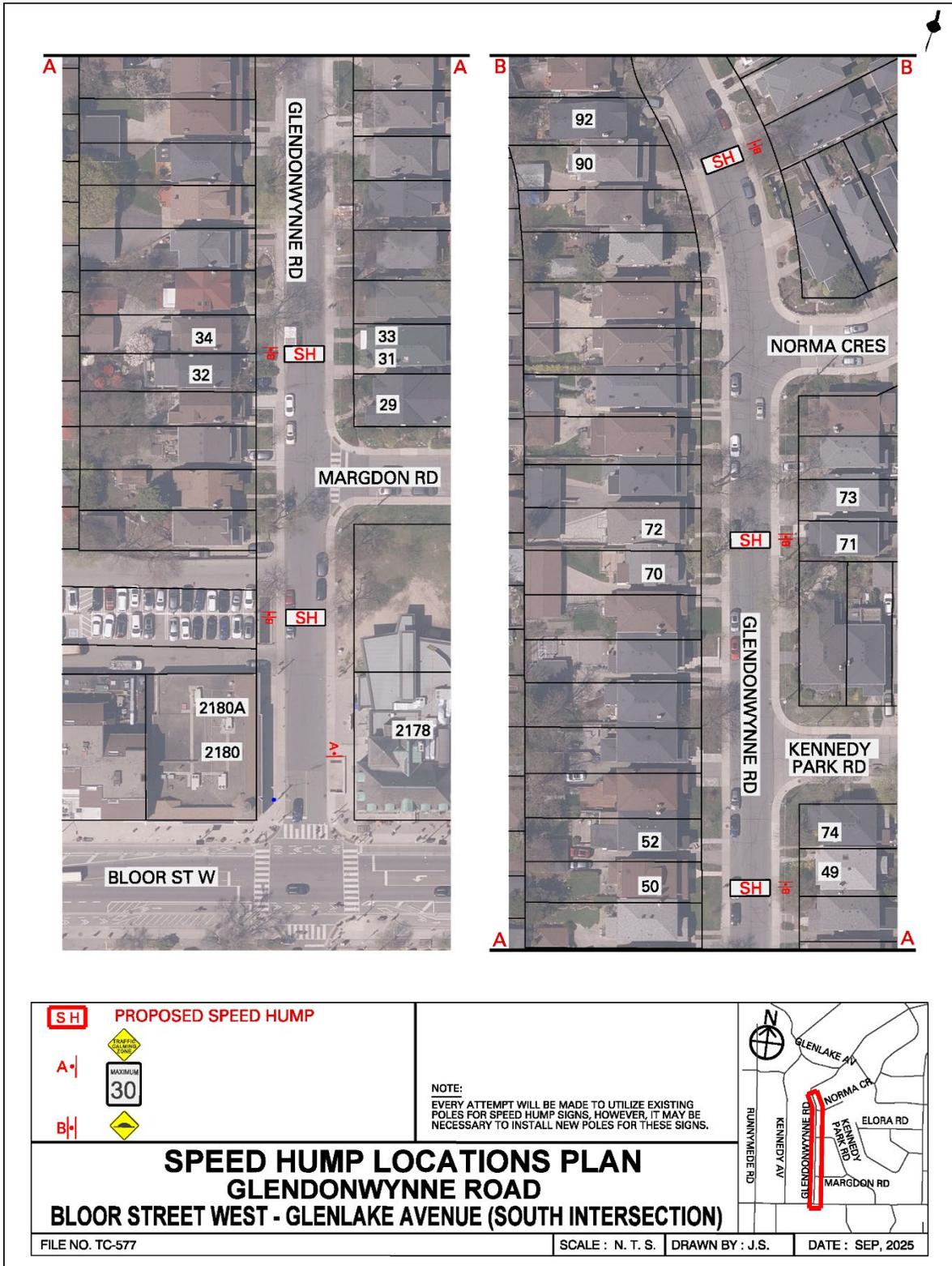
Attachment 8: Traffic Calming Warrant - Vernon Street, between Gilmour Avenue and Runnymede Road

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	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 (210 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (12 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (17 km/h)

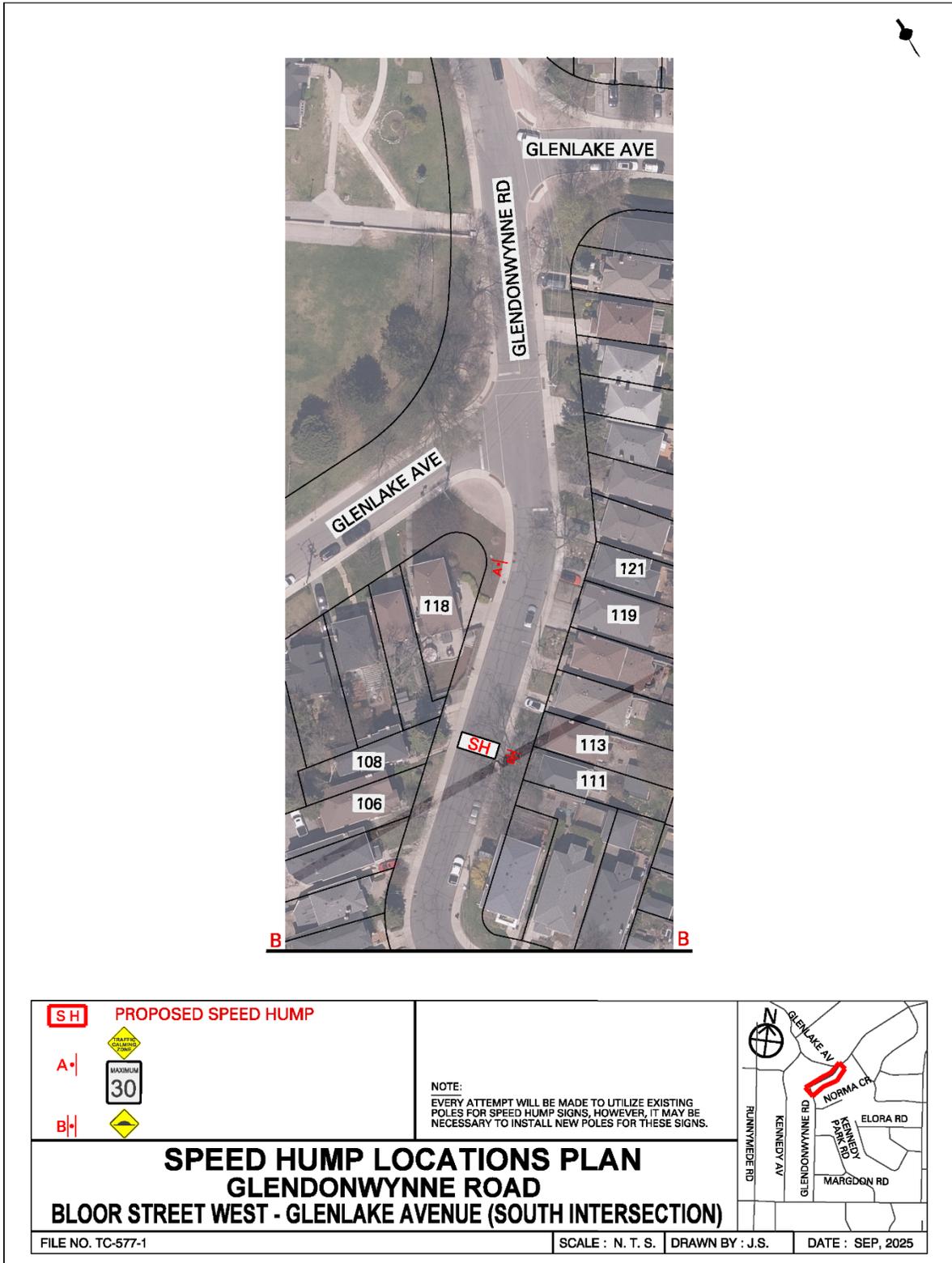
Attachment 9: Speed Hump Locations Plan - Alhambra Avenue, Boustead Avenue - Bloor Street West



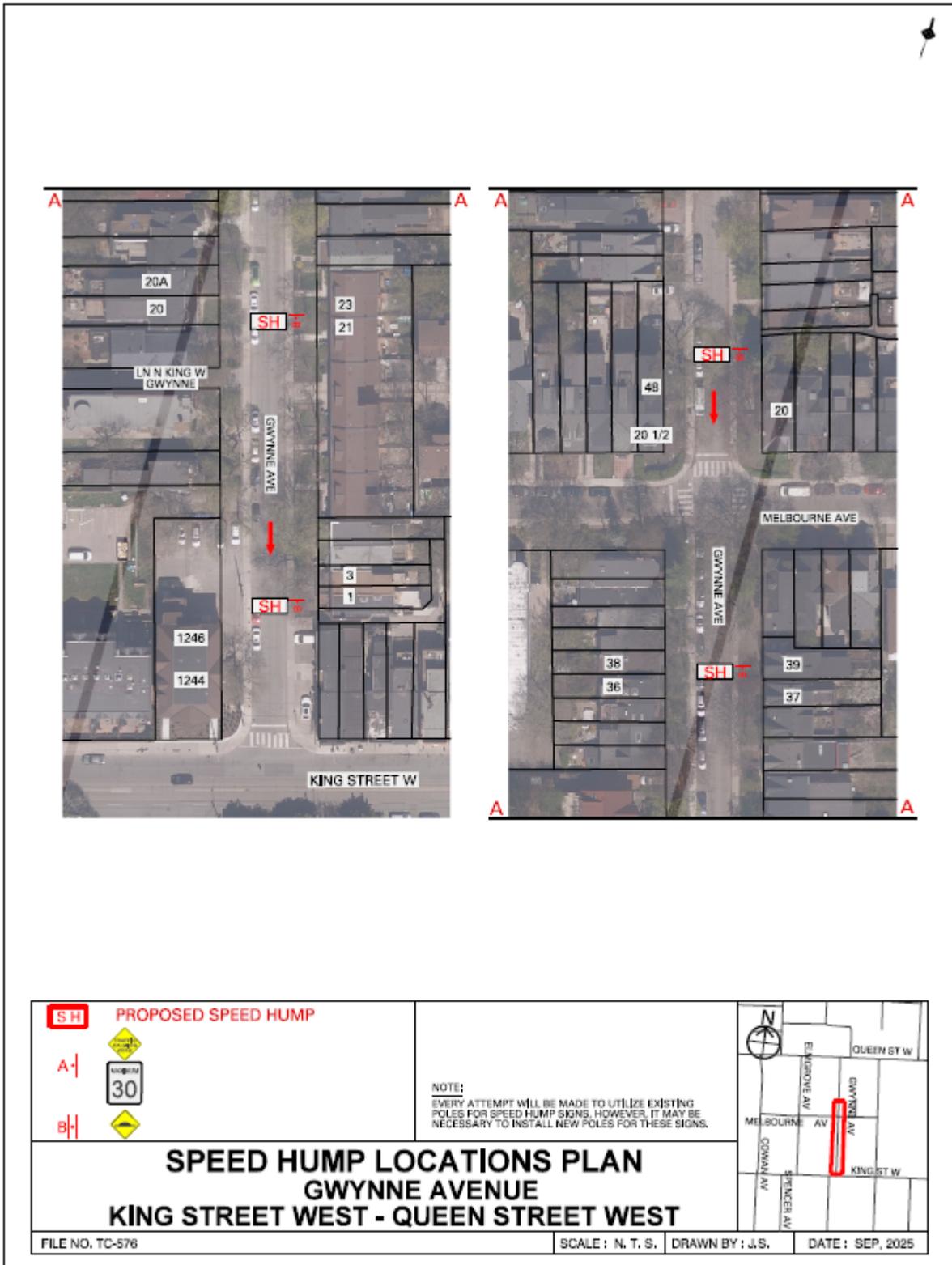
Attachment 10: Speed Hump Locations Plan - Glendonwynne Road, Bloor Street West - Glenlake Avenue (south intersection) (Matchline, see drawing TC-577-1)



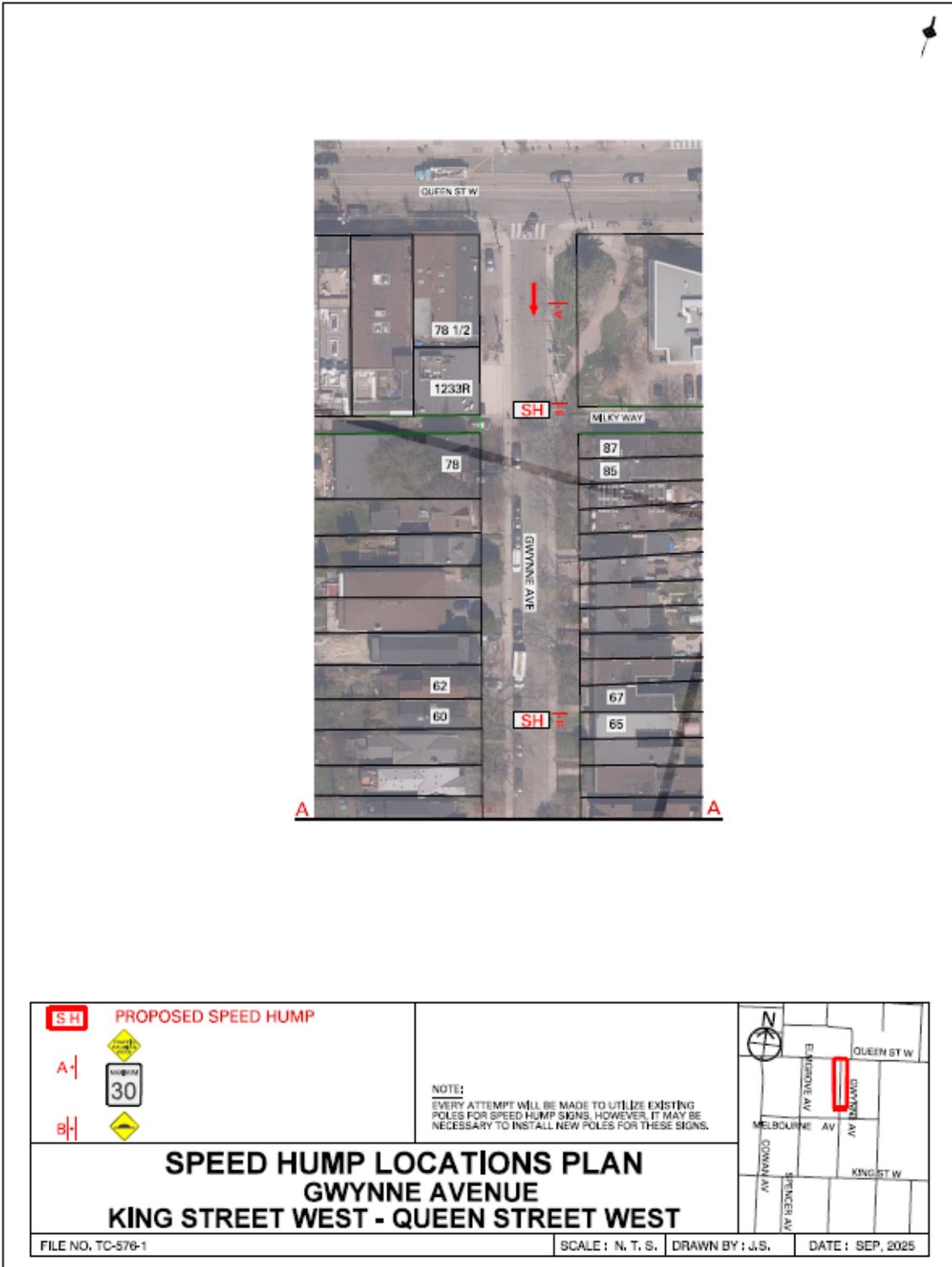
Attachment 11: Speed Hump Locations Plan - Glendonwynne Road, Bloor Street West - Glenlake Avenue (south intersection)



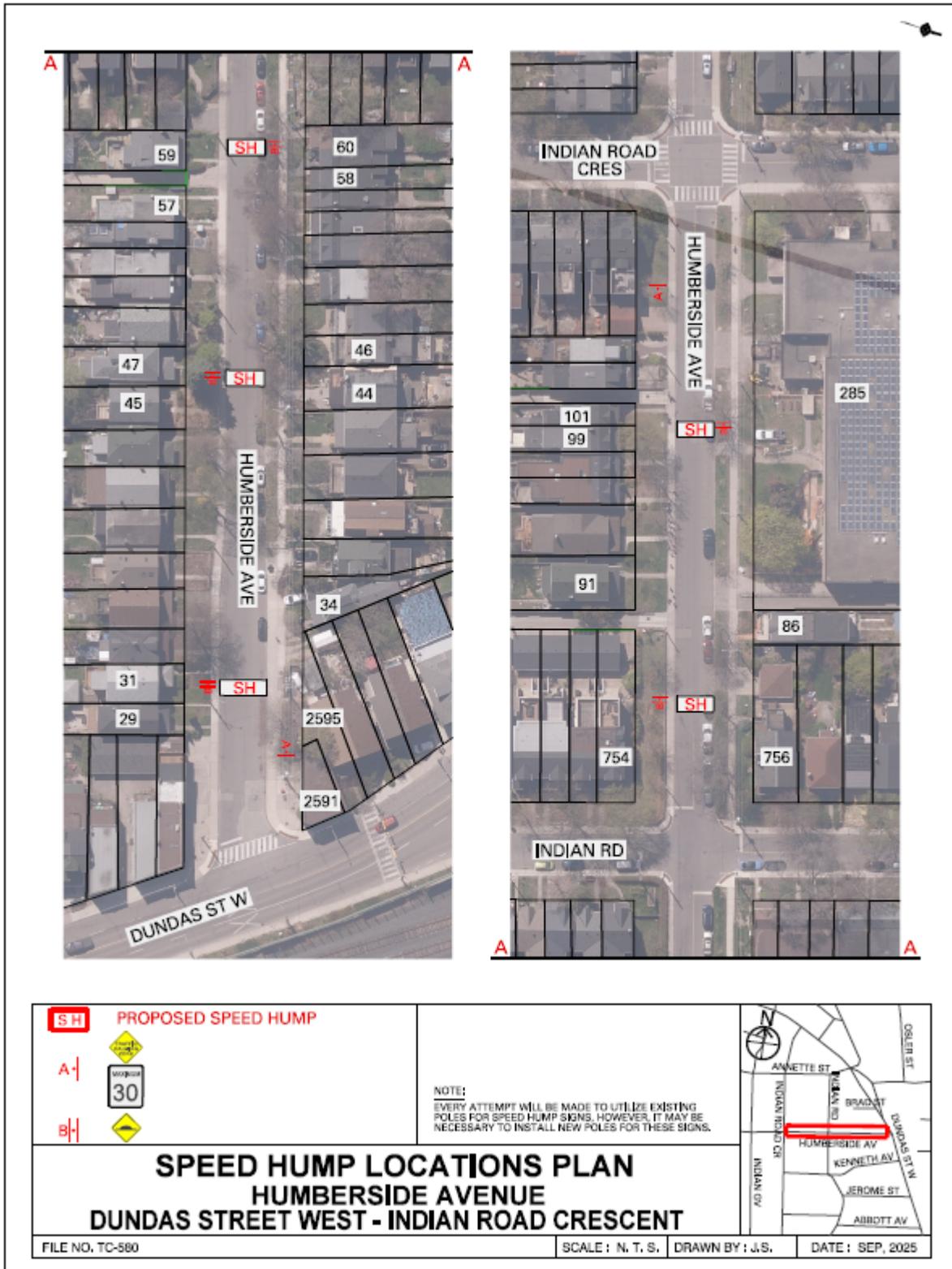
Attachment 12: Speed Hump Locations Plan - Gwynne Avenue, King Street West - Queen Street West (Matchline, see drawing TC-576-1)



Attachment 13: Speed Hump Locations Plan - Gwynne Avenue, King Street West - Queen Street West



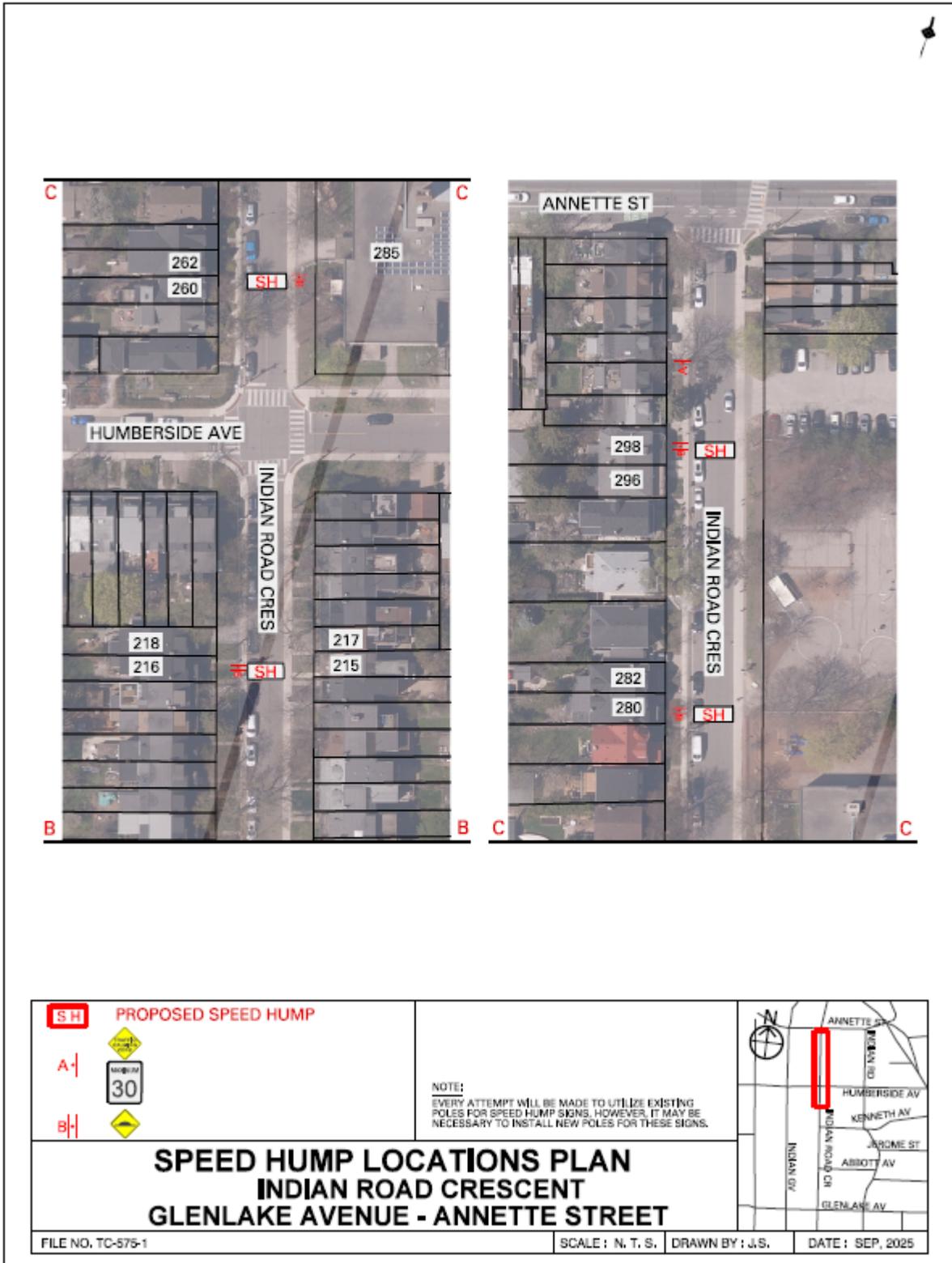
Attachment 14: Speed Hump Locations Plan - HumberSide Avenue, Dundas Street West - Indian Road Crescent



Attachment 15: Speed Hump Locations Plan - Indian Road Crescent, Glenlake Avenue - Annette Street (Matchline, see drawing TC-575-1)



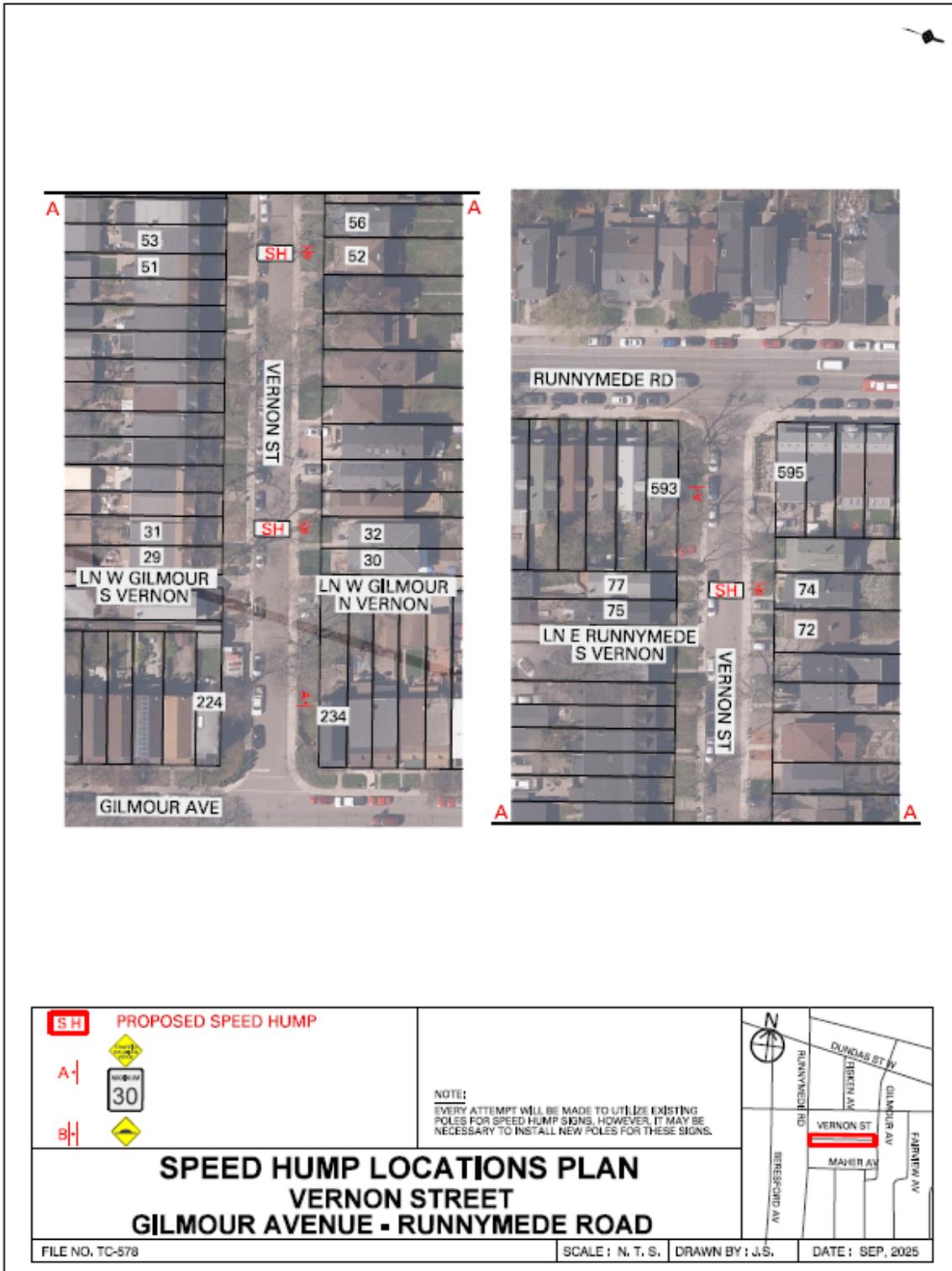
Attachment 16: Speed Hump Locations Plan - Indian Road Crescent, Glenlake Avenue - Annette Street



Attachment 17: Speed Hump Locations Plan - Montye Avenue, Willard Avenue - Jane Street



Attachment 18: Speed Hump Locations Plan - Vernon Street, Gilmour Avenue - Runnymede Road



## Attachment 19: Letter from Toronto Paramedic Services, dated September 12, 2025

### Matthew Rae

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**From:** EMS Planning  
**Sent:** September 12, 2025 3:33 PM  
**To:** Matthew Rae  
**Cc:** EMS Planning  
**Subject:** RE: Traffic Calming (Speed Humps) - Alhambra Ave between Boustead Ave and Bloor St W

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

Hi Matthew,

We have received and reviewed the proposal for installation of speed humps on Alhambra Avenue, between Boustead Avenue and Bloor Street West, with the following comments:

The installation of speed humps on Alhambra Avenue, between Boustead Avenue and Bloor Street West, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Alhambra Avenue, between Boustead Avenue and Bloor Street West, 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.



## Attachment 20: Letter from Toronto Paramedic Services, dated September 13, 2025

**Lory Dang**

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**From:** EMS Planning  
**Sent:** September 13, 2025 5:13 PM  
**To:** Lory Dang  
**Cc:** Atif Sharif; EMS Planning  
**Subject:** RE: Emergency Services Comments – Traffic Calming (Speed Humps) – Ward 4

**Categories:** Blue category

Hi Lory,

We have received and reviewed the proposal for installation of speed humps on the streets listed below with the following comments:

- Gwynne Avenue, between Queen Street West and King Street West
- Vernon Street, between Runnymede Road and Gilmore Avenue
- Indian Road Crescent, between Annette Street and Glenlake Avenue
- Montye Avenue, between Jane Street and Willard Avenue
- Humberside Avenue, between Dundas Street West and Indian Road Crescent
- Glendonwynne Road, between Bloor Street West and Glenlake Avenue (north leg)

The installation of speed humps on these streets will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if these streets serve as 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.

