

Traffic Calming (Speed Humps) - Ringley Avenue

Date: March 13, 2026

To: Etobicoke York Community Council

From: Director, Enforcement and Street 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 Ringley Avenue, between Park Lawn Road and Stephen Drive. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Ringley Avenue.

RECOMMENDATIONS

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

1. Etobicoke York Community Council authorize the installation of traffic calming (6 speed humps) on Ringley Avenue, between Park Lawn Road and Stephen Drive, generally as shown in Attachment 2, Drawing No. TC-655 and Drawing No. TC-655-1, dated February 2026 from the Director, Enforcement and Street Management Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing 6 speed humps on Ringley Avenue is \$24,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Ringley Avenue, between Park Lawn Road and Stephen Drive. The residents are concerned that motorists travel at a high rate of speed on Ringley Avenue.

Existing Conditions

Ringley 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 approximately 7.5 metres with a rural cross-section
- The daily two-way traffic volume is approximately 1384 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 between Park Lawn Road and Aldgate Avenue. A sidewalk is provided on the north side of the street between Aldgate Avenue and Stephen Drive.

The land use in the area consists of detached residential dwellings. The Church of the Transfiguration Society of St Pius X Ontario is located on the southeast corner of Ringley Avenue and Aldgate Avenue. This subject section of Ringley Avenue is not within designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 2.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Ringley Avenue from November 11, 2025, to November 13, 2025.

The study results on Ringley Avenue disclosed the following:

- 24-hour total vehicle volume is 1384 vehicles
- The block length from Park Lawn Road to Stephen Drive is approximately 500 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 44 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, Ringley 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 14 km/h over the warranted speed of 30 km/h and the 95th percentile is 19 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 Ringley Avenue.

Relative Priority and Other Impacts

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations will be prioritized using a Prioritization Score. This score is made up of a Quantitative Score and a Qualitative Score.

The Quantitative Score is based on the results of the data collection, including travel speeds and traffic volumes to prioritize locations with higher vehicle speeds and volumes.

The Qualitative Score includes:

- Collision history to prioritize locations with a history of serious injury or fatal collisions and those involving a pedestrian or person cycling
- Equity to prioritize equity-deserving communities with a high-concentration of priority populations and those that are transportation disadvantaged
- Expected presence of vulnerable road users (elderly population, school children and pedestrians, including transit riders) to prioritize locations with a higher risk of fatal and serious injury collisions

The Quantitative and Qualitative Scores are averaged to provide the complete Prioritization Score. Ringley Avenue, between Park Lawn Road and Stephen Drive, scored 41 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 on February 5, 2026 and have advised they are not opposed to the installation of speed humps. However, it may negatively impact their service delivery. A copy of their full response is included in Attachment 3. Comments have not been received back at the time of writing this report from Toronto Police Service and Toronto Fire Services. 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

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SIGNATURE

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

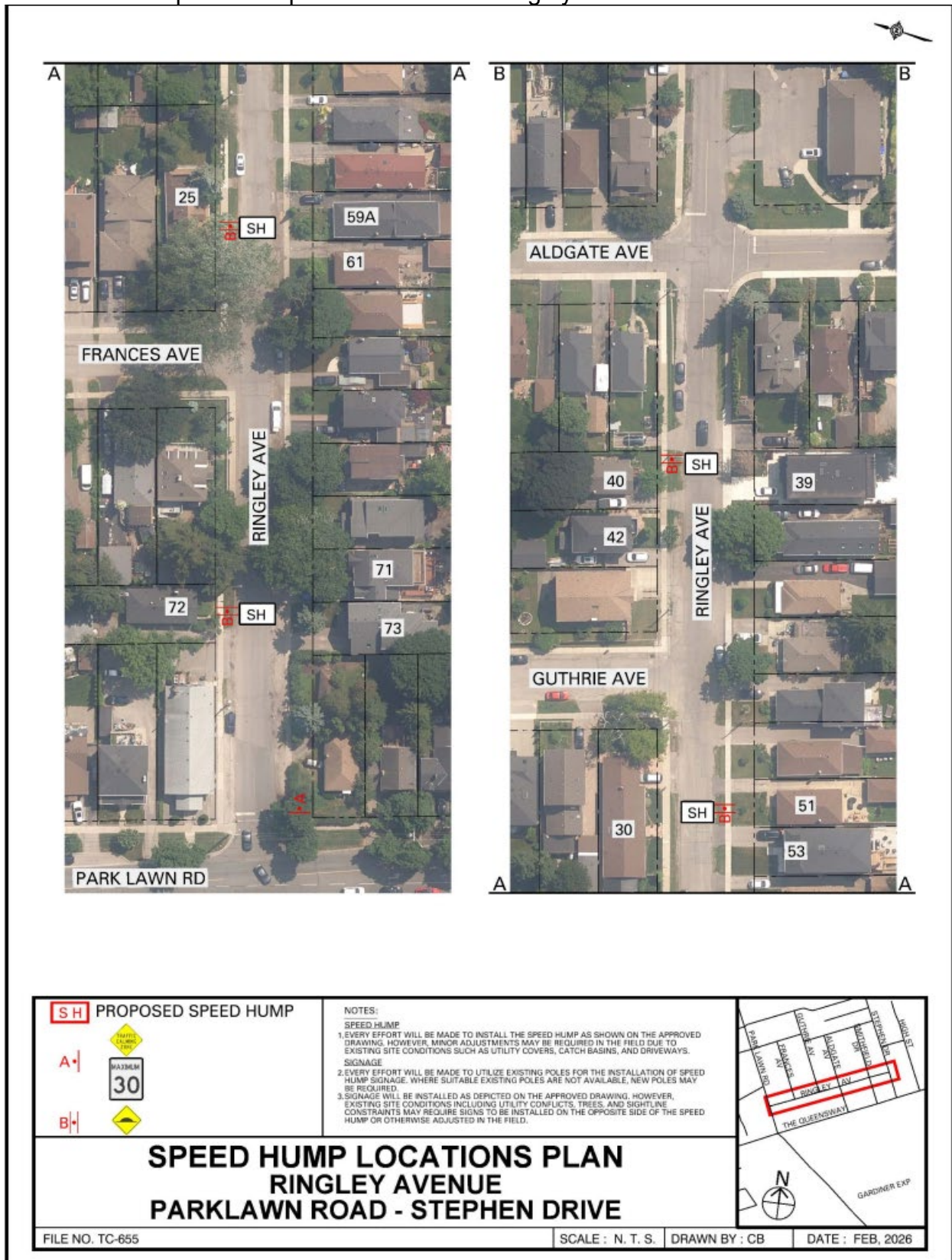
ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Ringley Avenue
Attachment 2: Speed Hump Locations Plan - Ringley Avenue
Attachment 3: Letter from Toronto Paramedic Services, dated February 5, 2026

Attachment 1: Traffic Calming Warrant - Ringley 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	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 (500m)
	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 2: Speed Hump Locations Plan - Ringley Avenue



Attachment 3: Letter from Toronto Paramedic Services, dated February 5, 2026

RE: Emergency Services Comments Request – Traffic Calming on Ringley ...



EMS Planning

To Joshua Fleet

Cc EMS Planning



02/05/2026

Hi Joshua,

We have received and reviewed the proposal for installation of speed humps on Ringley Avenue between Park Lawn Road and Stephen Drive, with the following comments:

The installation of speed humps on Ringley Avenue between Park Lawn Road and Stephen Drive, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Ringley Avenue between Park Lawn Road and Stephen Drive, 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.

