

## **Traffic Calming (Speed Humps) - Jeffcoat Drive**

**Date:** May 7, 2026

**To:** Etobicoke York Community Council

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

**Wards:** Ward 1- Etobicoke North

### **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 Jeffcoat Drive, between Martin Grove Road and Westhumber Boulevard. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Jeffcoat Drive.

### **RECOMMENDATIONS**

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

1. Etobicoke York Community Council authorize the installation of traffic calming (14 speed humps) on Jeffcoat Drive, between Martin Grove Road and Westhumber Boulevard, generally as shown in Attachments 2 to 5, Drawing No. TC-682, TC-682-1, TC-682-2 and TC-682-3, dated April 2026 from the Director, Enforcement and Street Management, Transportation Services.

### **FINANCIAL IMPACT**

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The estimated cost for installing 14 speed humps on Jeffcoat Drive is \$56,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

### **DECISION HISTORY**

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This report addresses a new initiative.

## COMMENTS

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Jeffcoat Drive, between Martin Grove Road and Westhumber Boulevard. The residents are concerned that motorists travel at a high rate of speed on Jeffcoat Drive.

### Existing Conditions

Jeffcoat Drive is characterized by the following conditions:

- It is a two-lane, north-south and east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,075 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 Martin Grove Road and Westhumber Boulevard.

The land use in the area consists of detached and semi-detached residential dwellings. Jeffcoat Drive is not within designated Community Safety Zone. Traffic Control Signals exist at the intersection of Martin Grove Road and Jeffcoat Drive. All-way stop control exist at the intersections of Jeffcoat Drive and Rex Gate and Jeffcoat Drive and Porterfield Road.

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, vehicle speed and volume studies were conducted at two locations on Jeffcoat Drive. One location between Jenson Court and Billcar Road and the other location between Gunton Drive and Needham Drive for three consecutive days between Tuesday, April 23, 2024, and Thursday, April 25, 2024.

The study results on Jeffcoat Drive disclosed the following:

- 24-hour total vehicle volume is between 960 and 1,100 vehicles
- The block length from Rex Gate to Westhumber Boulevard is about 425 metres
- The block length from Westhumber Boulevard to Porterfield Road is about 390 metres
- The block length from Porterfield Road to Martin Grove Road is about 625 meters
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed between 45 km/h and 50 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed between 50 and 55 km/h

Based on the study results, Jeffcoat Drive 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 between 15 and 20 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 Jeffcoat Drive.

### **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. Jeffcoat Drive between Martin Grove Road and Westthumber Boulevard scored 64 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 April 14, 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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Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services  
416-394-8409, [Shawn.Dillon@toronto.ca](mailto:Shawn.Dillon@toronto.ca)

## **SIGNATURE**

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

## **ATTACHMENTS**

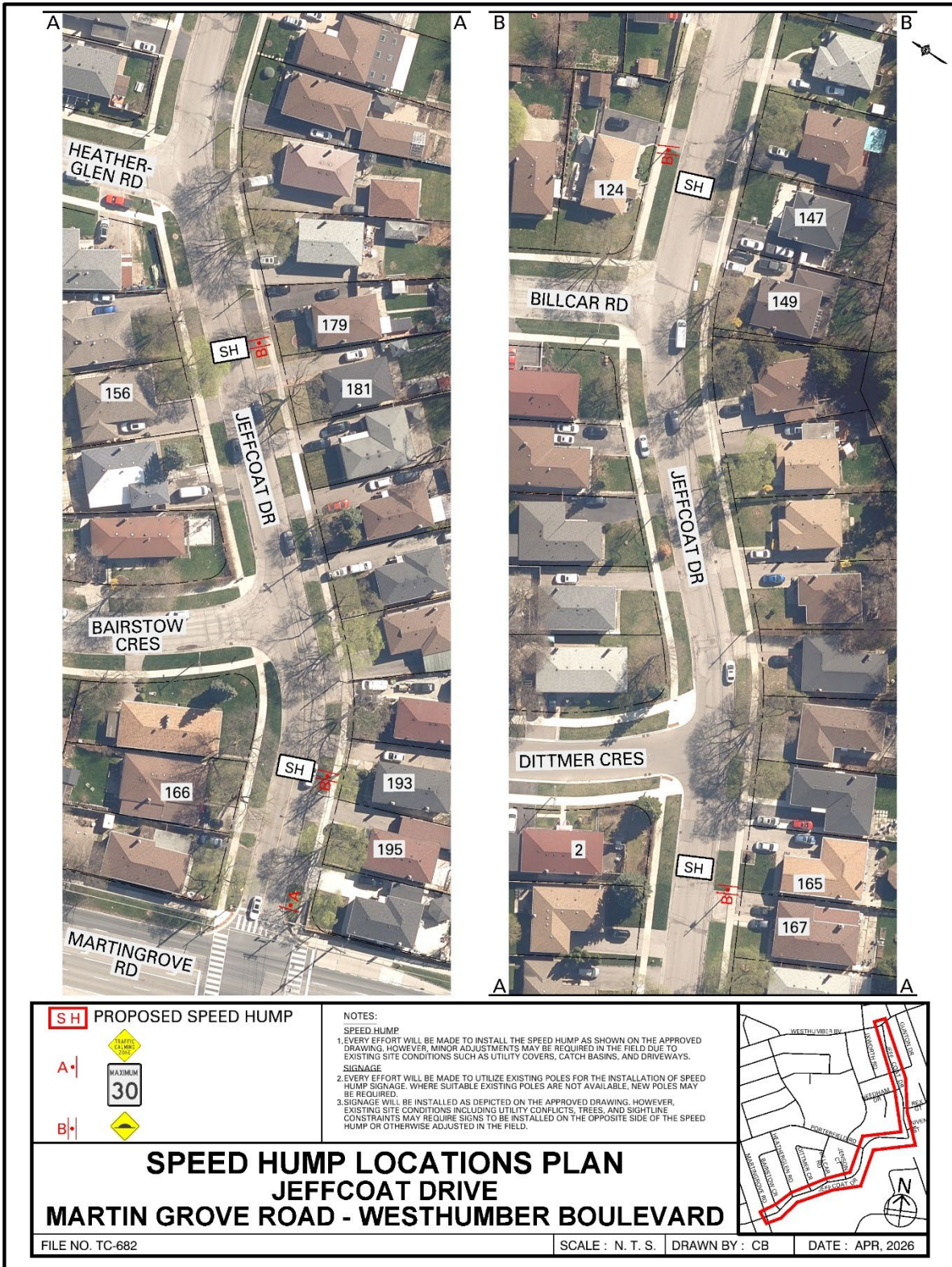
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Attachment 1: Traffic Calming Warrant - Jeffcoat Drive  
Attachment 2: Speed Hump locations Plan TC-682 - Jeffcoat Drive  
Attachment 3: Speed Hump locations Plan TC-682-1- Jeffcoat Drive  
Attachment 4: Speed Hump locations Plan TC-682-2 - Jeffcoat Drive  
Attachment 5: Speed Hump locations Plan TC-682-3 - Jeffcoat Drive  
Attachment 6: Letter from Toronto Paramedic Services, Dated April 14, 2026

## Attachment 1: Traffic Calming Warrant - Jeffcoat Drive

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	T.B.D.
	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
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (15 to 20 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (20 to 25 km/h)

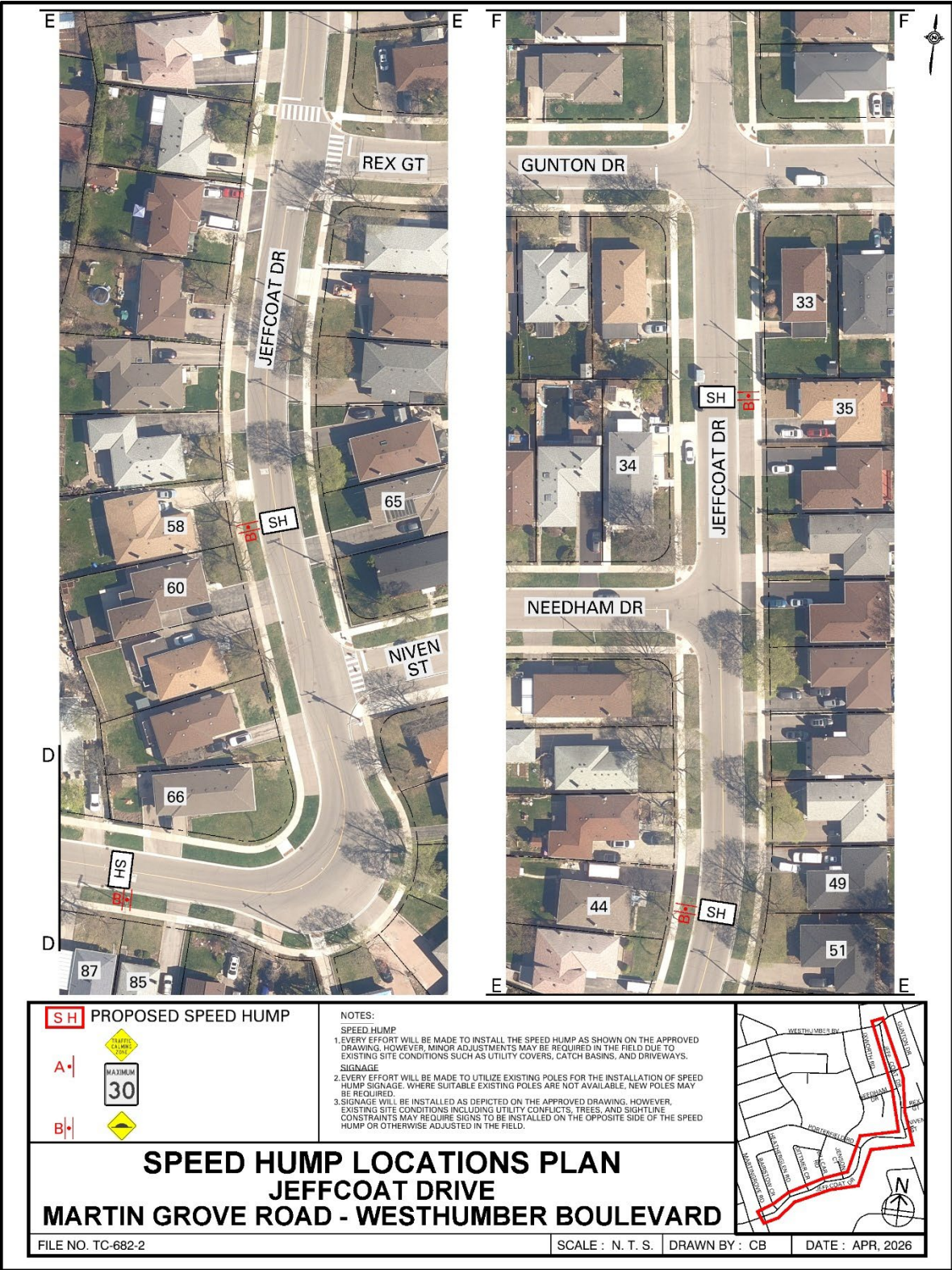
Attachment 2: Speed Hump Locations Plan - TC-682 - Jeffcoat Drive



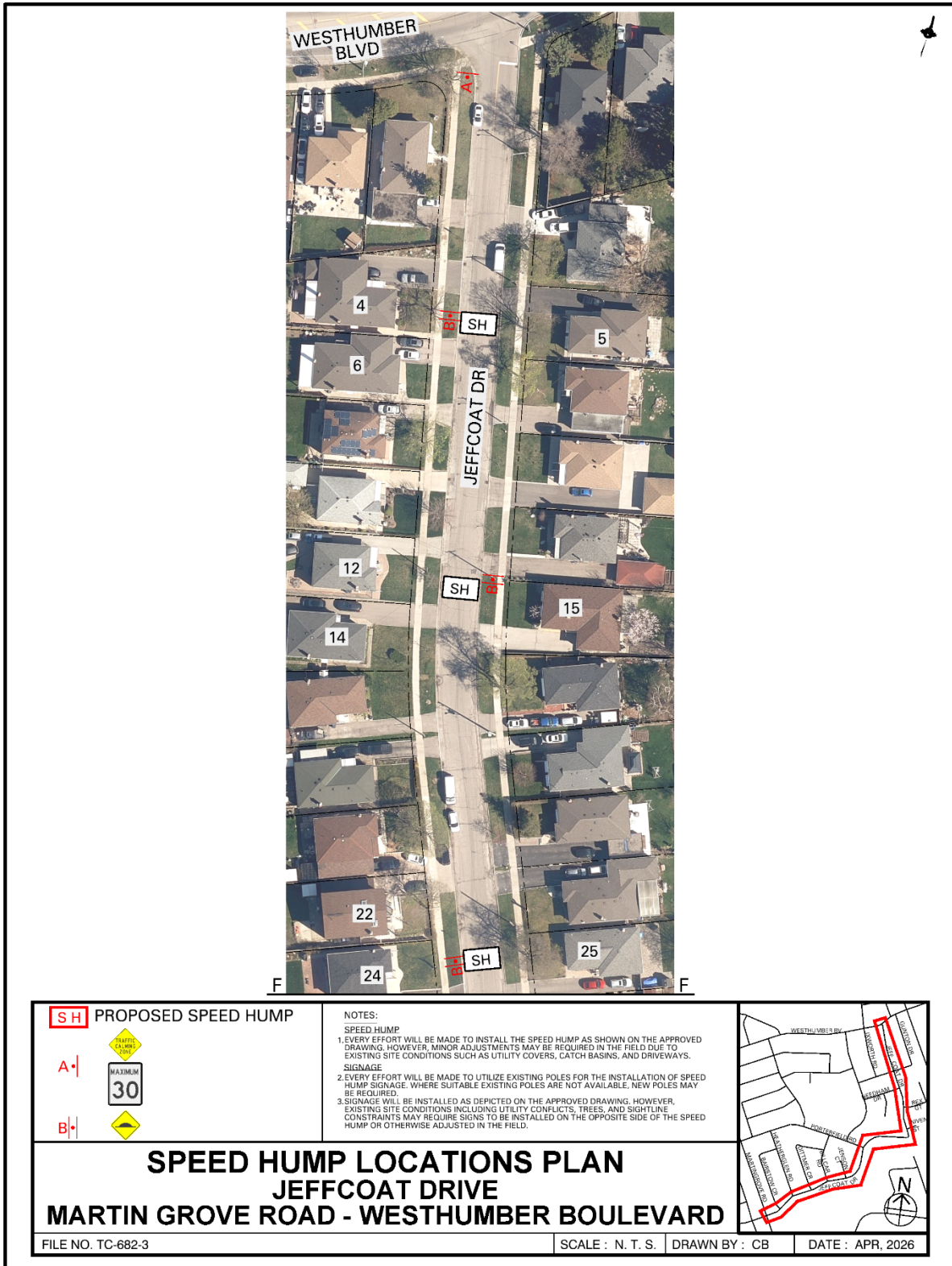
Attachment 3: Speed Hump Locations Plan - TC-682-1 - Jeffcoat Drive



Attachment 4: Speed Hump Locations Plan - TC-682-2 - Jeffcoat Drive



Attachment 5: Speed Hump Locations Plan - TC-682-3 - Jeffcoat Drive



Attachment 6: Letter from Toronto Paramedic Services, dated April 14, 2026

**From:** EMS Planning <emsplanning@toronto.ca>  
**Sent:** April 14, 2026 9:19 AM  
**To:** Tariq Khan (Transportation) <Tariq.Khan@toronto.ca>  
**Cc:** EMS Planning <emsplanning@toronto.ca>  
**Subject:** RE: 12202427 Jeffcoat Drive Traffic Calming

Hi Tariq,

We have received and reviewed the proposal for installation of speed humps on Jeffcoat Drive, between Westhumber Boulevard and Martin Grove Road, with the following comments:

The installation of speed humps on Jeffcoat Drive, between Westhumber Boulevard and Martin Grove Road, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Jeffcoat Drive, between Westhumber Boulevard and Martin Grove Road, 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.

