

Traffic Calming (Speed Humps) - The Kingsway Neighbourhood

Date: June 18, 2026

To: Etobicoke York Community Council

From: Acting Deputy General Manager, 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 two (2) streets to reduce motor vehicle operating speeds and improve roadway safety for everyone, particularly pedestrians, by reducing the severity and likelihood of speed-related collisions. The assessment completed indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied.

Speed humps are recommended on the following streets in The Kingsway neighbourhood:

- Belvedere Boulevard between Montgomery Road and Royal York Road; and
- Lynngrove Avenue between Westrose Avenue and Royal York Road.

RECOMMENDATIONS

The Deputy General Manager, Transportation Services recommends that:

1. Etobicoke York Community Council authorize the installation of traffic calming (speed humps) on the following roadways:

a. 5 speed humps on Belvedere Boulevard between Montgomery Road and Royal York Road for traffic calming purposes, generally as shown on Attachment 4, Drawing TC-761 dated June 2026, attached to the report entitled "Traffic Calming (Speed Humps) - The Kingsway Neighbourhood" from the Deputy General Manager, Transportation Services.

b. 5 speed humps on Lynngrove Avenue between Westrose Avenue and Royal York Road for traffic calming purposes, generally as shown on Attachment 4, Drawing TC-762 dated June 2026, attached to the report entitled "Traffic Calming

(Speed Humps) - The Kingsway Neighbourhood" from the Deputy General Manager, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing one speed hump is approximately \$4,000. The total estimated cost for 10 speed humps recommended by this report is \$40,000.

Funding is subject to availability and competing priorities within the Transportation Services 2026 Capital Budget.

DECISION HISTORY

On June 26 and 27, 2024, City Council adopted Item IE14.3 - Cycling Network Plan Update (2025 - 2027). This item included direction to the General Manager, Transportation Services to continue to monitor operational performance of the Bloor Street West Complete Street Extension project, including identifying opportunities to mitigate concerns with traffic diversion onto local roads, where feasible.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.3>

On June 14, 2023, City Council adopted Item IE4.3 - Cycling Network Plan - 2023 Cycling Infrastructure Installation - Third Quarter Updates. This item included the installation of bikeways on Bloor Street from Runnymede Road to Resurrection Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE4.3>

COMMENTS

In 2023 - 2024, in response to comments from residents in conjunction with the Bloor West Complete Street Extension project, Transportation Services committed to collecting speed and vehicle volume data on local streets, to inform recommendations for improving road safety on local streets in The Kingsway neighbourhood. Public feedback gathered by Transportation Services and the Ward Councillor included concerns that motorists are traveling at high rates of speed through the neighbourhood.

Transportation Services investigated the feasibility of installing traffic calming - namely, speed humps on local roadways. A report to June 5, 2025 Etobicoke York Community Council (EY23.19) identified previous recommendations for traffic calming in Sunnylea and The Kingsway Neighbourhoods.

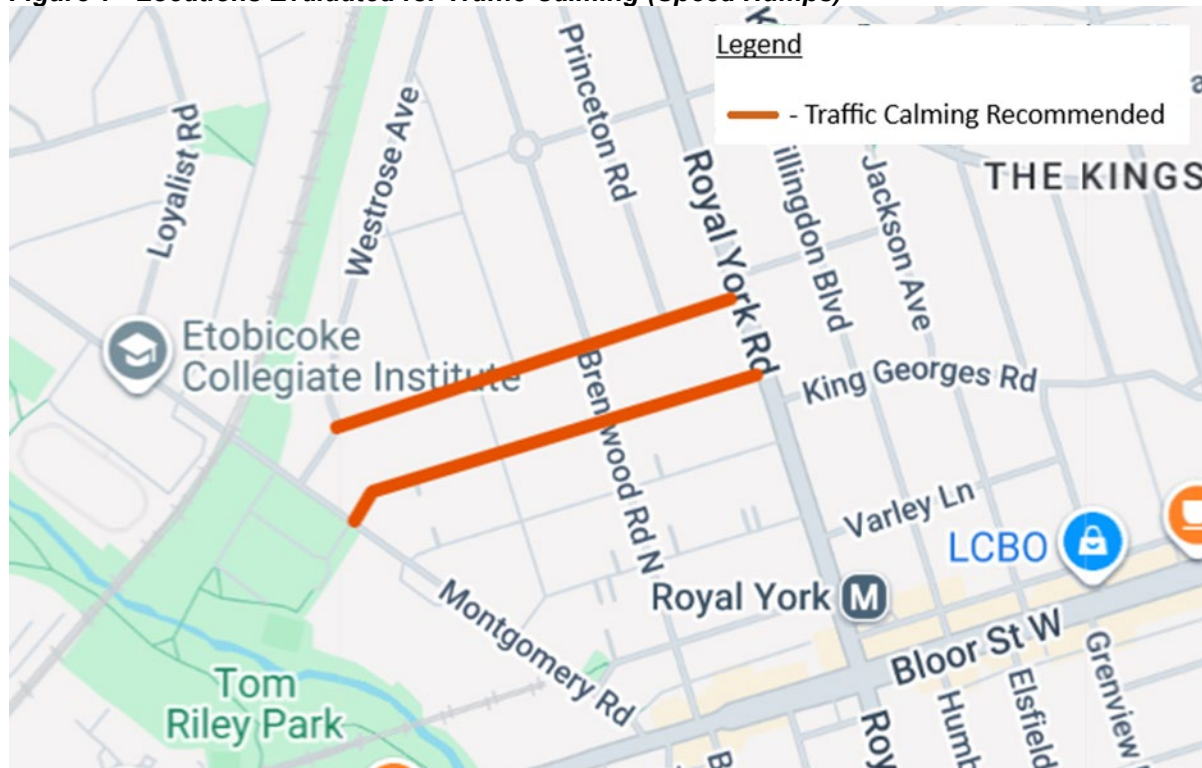
As outlined in this report, staff evaluated two (2) local roadway segments for traffic calming (speed humps), which all meet the eligibility and warrant criteria as outlined in the 2023 Traffic Calming Policy.

Existing Conditions

Attachment 1 summarizes the existing conditions of the roadways evaluated for traffic calming as part of this report. The land use in the area primarily consists of detached and semi-detached residential dwellings. Sidewalks are not present on either Belvedere Boulevard or Lynngrove Avenue

A map of the area is included in Figure 1. Proposed locations of the speed humps for each roadway are included as Attachment 4.

Figure 1 - Locations Evaluated for Traffic Calming (Speed Humps)



Traffic Calming Study Results

As part of the assessment of the Traffic Calming warrant criteria, a vehicle speed and volume study was conducted on each of the study roadways. The study results are shown in Attachment 2. 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% 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.

Based on the study results, the locations identified in Attachment 2 have satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths are greater than 120 metres and the operating speed is at least eight (8) km/h over the warranted speed of 30 km/h for local roadways or 95th percentile speed at least 15 km/h over the warranted speed of 30 km/h for local roadways.

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 installation of speed humps on the following roadway segments:

- Belvedere Boulevard between Montgomery Road and Royal York Road; and
- Lynngrove Avenue between Westrose Avenue and Royal York Road.

Relative Priority

In the event that the number of approved requests for roadway traffic calming measures exceed the budget allocated for installation, funding for approved installations would 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. Attachment 3 shows the Prioritization Score for each of the roadways where speed humps are recommended. Of note, for the roadways with multiple blocks where traffic calming is recommended, the Prioritization Score is shown as an average.

Other Impacts

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 (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 have been advised of this proposal, and Transportation Services has worked closely with emergency services to monitor response times.

Toronto Paramedic Services responded and advised that the installation of speed humps will impact response and transport times for residents that reside on roadways where 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 Toronto Paramedic Services endeavours to support the wishes of the community to implement measures to improve upon these components. A copy of their full response is included in Attachment 5.

While Transportation Services acknowledges the concerns expressed by emergency services, the traffic calming recommended in this report will reduce motor vehicle operating speeds and improve roadway safety for all by reducing the severity and likelihood of speed-related collisions.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

Adam Popper, Manager
Cycling and Pedestrian Projects, Transportation Services
416-392-8234, Adam.Popper@toronto.ca

SIGNATURE

Gregg Loane
Acting Deputy General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Existing Conditions Summary
Attachment 2: Traffic Calming Study Results
Attachment 3: Prioritization Score for Traffic Calming
Attachment 4: Speed Hump Locations Plans
Attachment 5: Letter from Toronto Paramedic Services, dated June 17, 2026

Attachment 1 – Existing Conditions Summary

Roadway	Classifi- cation	Street Direction	Road Width	Daily Traffic Volume (approx.)	Speed Limit (km/h)	TTC Service	Sidewalk Presence
Belvedere Boulevard (Montgomery Road to Royal York Road)	Local	East-west	6.4 m	625	30	No	None
Lynngrove Avenue (Westrose Avenue to Royal York Road)	Local	East-west	6.6 m	600	30	No	None

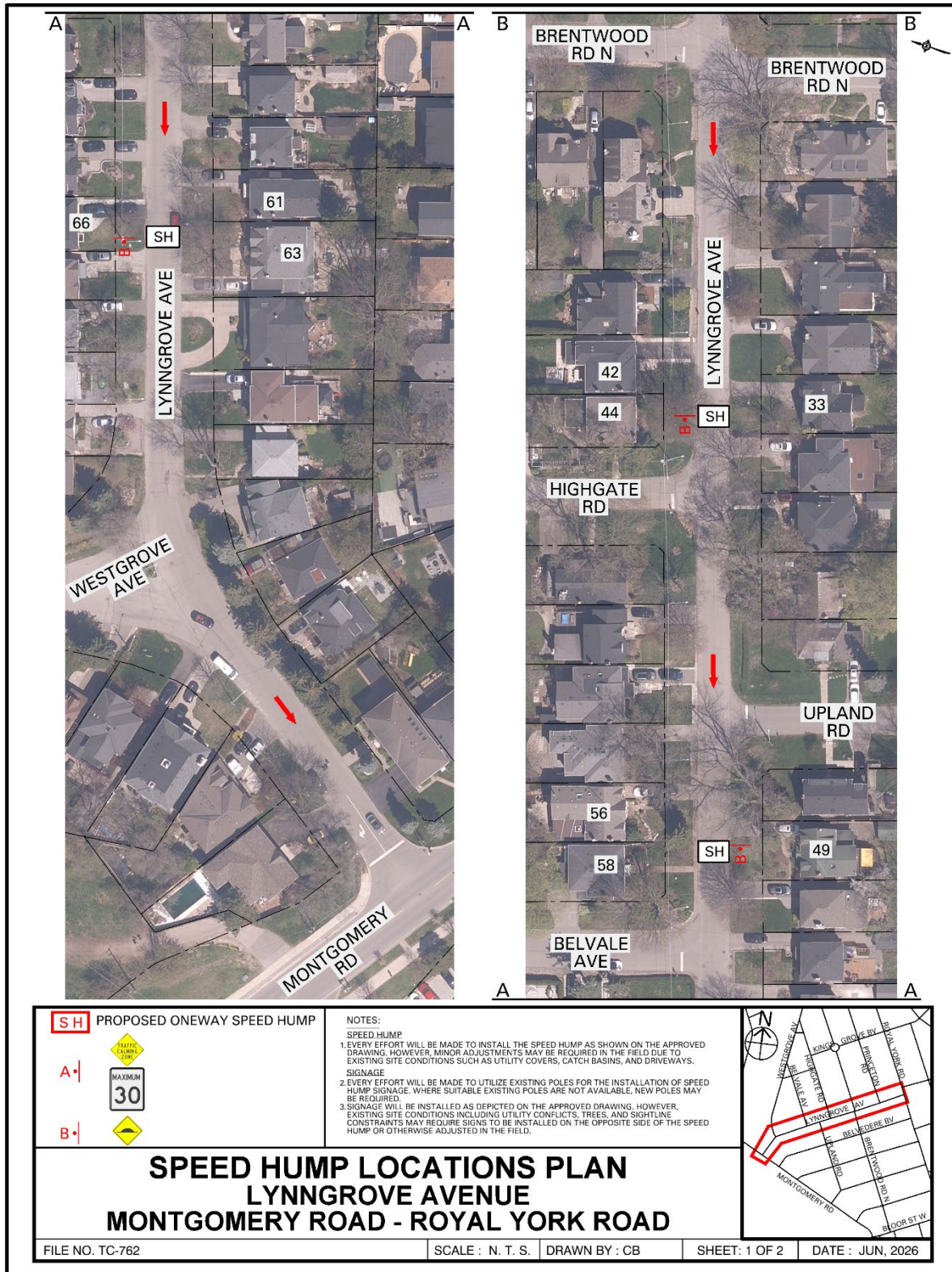
Attachment 2 – Traffic Calming Study Results

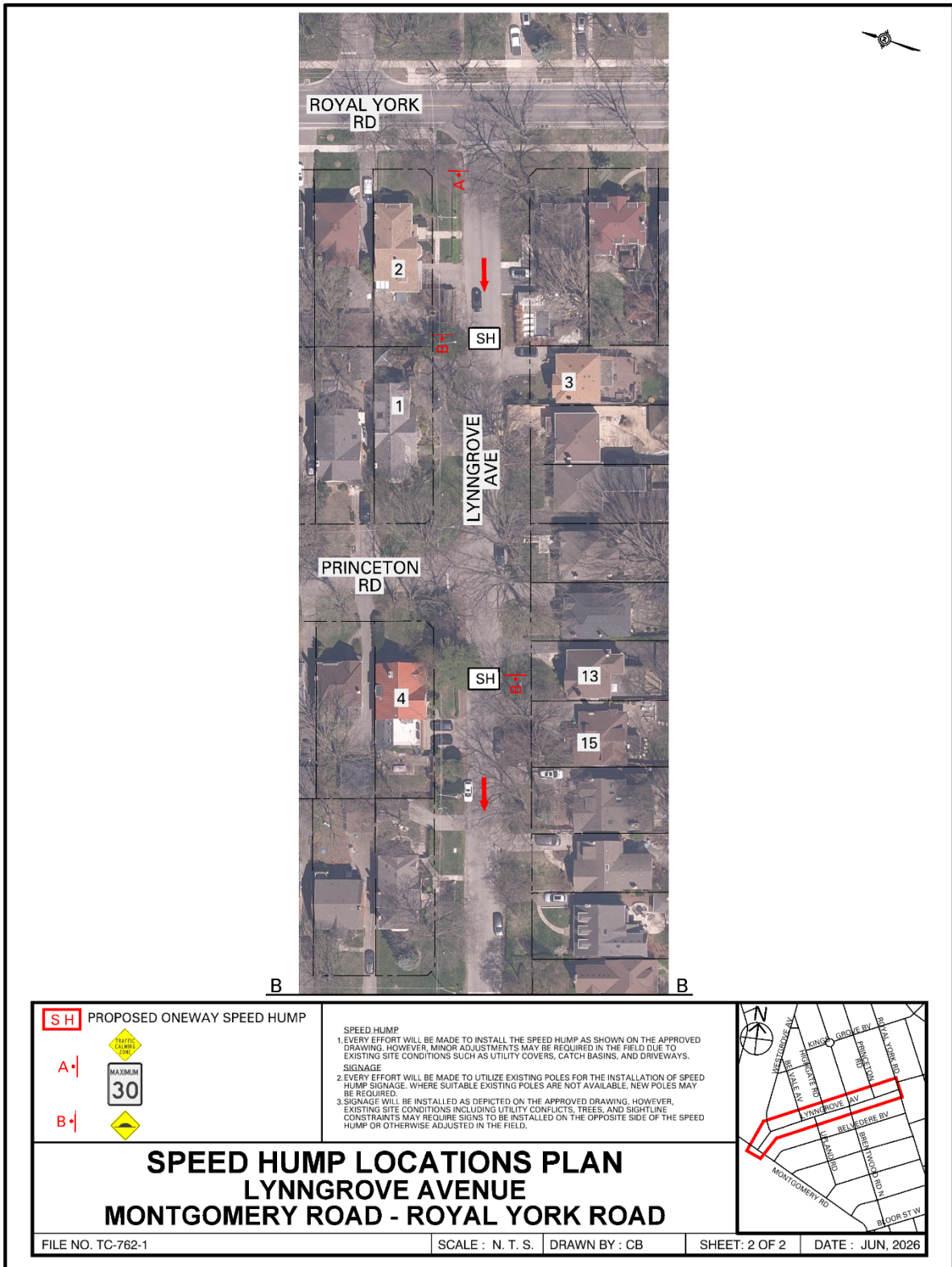
Street	From	To	Block Length	Speed Limit (km/h)	85th Percentile Speed (km/h)	95th Percentile Speed (km/h)	24-hour Total Vehicle Volume
Belvedere Boulevard	Brentwood Road North	Royal York Road	180	30	41.5	44.6	627
Lynngrove Avenue	Montgomery Road	Brentwood Road North	372	30	41.7	44.8	598

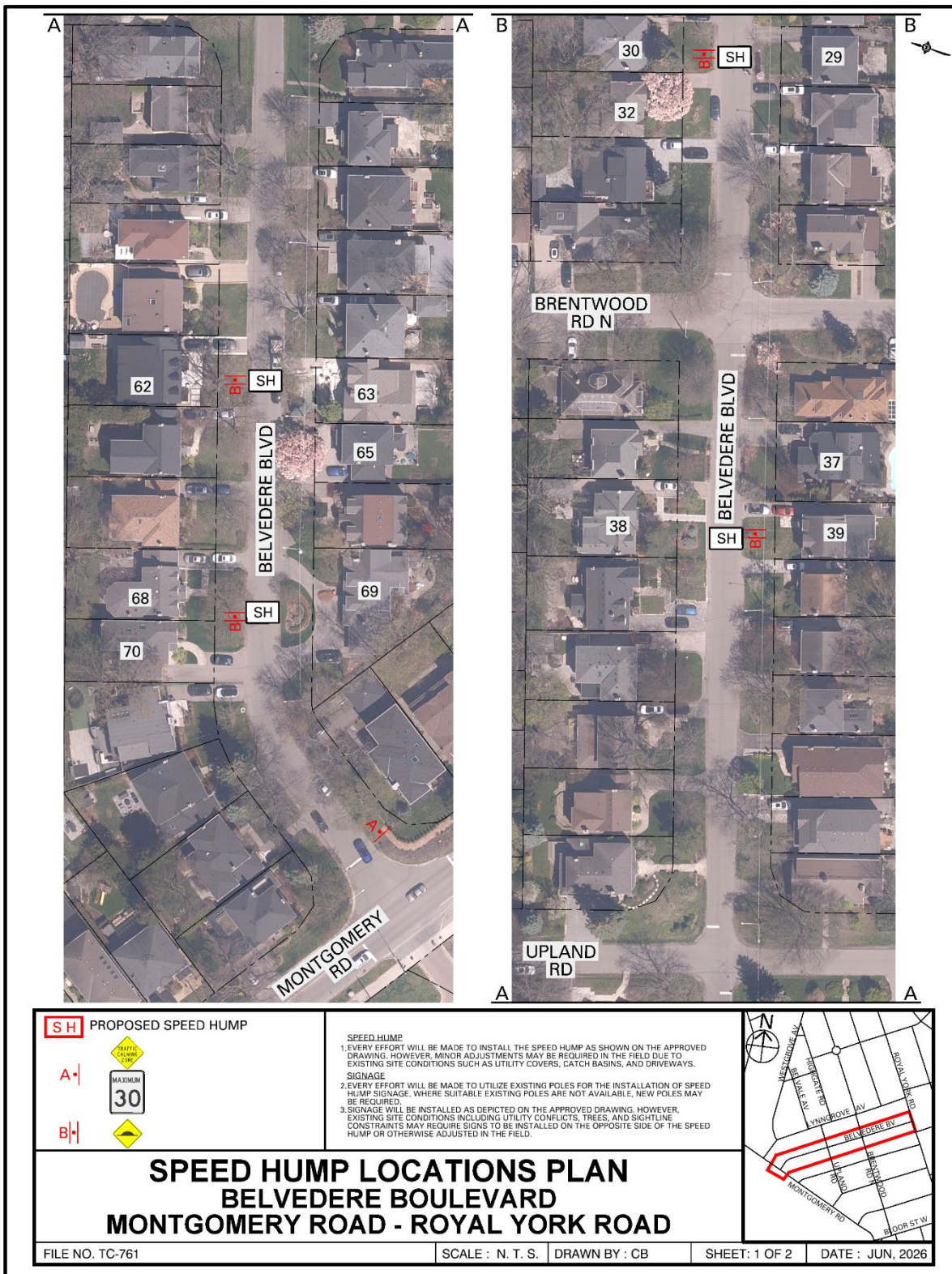
Attachment 3 – Prioritization Score for Traffic Calming

Street	From	To	Quantitative Score (X/100)	Qualitative Score (X/100)	Final Prioritization Score (X/100)
Belvedere Boulevard	Brentwood Road North	Royal York Road	23	24	24
Lynngrove Avenue	Montgomery Road	Brentwood Road North	24	25	25

Attachment 4 - Speed Hump Locations Plans









SH PROPOSED SPEED HUMP A.  B.  MAXIMUM 30	SPEED HUMP 1. EVERY EFFORT WILL BE MADE TO INSTALL THE SPEED HUMP AS SHOWN ON THE APPROVED DRAWING. HOWEVER, MINOR ADJUSTMENTS MAY BE REQUIRED IN THE FIELD DUE TO EXISTING SITE CONDITIONS SUCH AS UTILITY COVERS, CATCH BASINS, AND DRIVEWAYS. SIGNAGE 2. EVERY EFFORT WILL BE MADE TO UTILIZE EXISTING POLES FOR THE INSTALLATION OF SPEED HUMP SIGNAGE. WHERE SUITABLE EXISTING POLES ARE NOT AVAILABLE, NEW POLES MAY BE REQUIRED. 3. SIGNAGE WILL BE INSTALLED AS DEPICTED ON THE APPROVED DRAWING. HOWEVER, EXISTING SITE CONDITIONS INCLUDING UTILITY CONFLICTS, TREES, AND SIGHTLINE CONSTRAINTS MAY REQUIRE SIGNS TO BE INSTALLED ON THE OPPOSITE SIDE OF THE SPEED HUMP OR OTHERWISE ADJUSTED IN THE FIELD.			
SPEED HUMP LOCATIONS PLAN BELVEDERE BOULEVARD MONTGOMERY ROAD - ROYAL YORK ROAD				
FILE NO. TC-761-1	SCALE : N. T. S.	DRAWN BY : CB	SHEET: 2 OF 2	DATE : JUN, 2026

Attachment 5 - Letter from Toronto Paramedic Services, dated June 17, 2026

From: EMS Planning
Sent: June 17, 2026 6:51 PM
To: Adam Popper
Cc: EMS Planning
Subject: RE: Speed Humps in Ward 3

Hi Adam,

We have received and reviewed the proposal for installation of speed humps on Lynngrove Ave and Belvedere Blvd, with the following comments:

The installation of speed humps on Lynngrove Ave and Belvedere Blvd, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Lynngrove Ave and Belvedere Blvd, 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.

