

## **Traffic Calming (Speed Humps) - Havenbrook Boulevard and George Henry Boulevard**

**Date:** May 7, 2026

**To:** North York Community Council

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

**Wards:** Ward 17, Don Valley 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 Havenbrook Boulevard, between Elfindale Crescent (east intersection) and Manorpark Court and on George Henry Boulevard, between Manorpark Court and Farmview Crescent. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Havenbrook Boulevard and George Henry Boulevard.

### **RECOMMENDATIONS**

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

1. North York Community Council authorize the installation of traffic calming (six speed humps) on Havenbrook Boulevard, between Elfindale Crescent (east intersection) and Manorpark Court, generally as shown in Attachments 3 and 4, Drawing No. TC684 and TC-684-1, dated April 2026, from the Director, Enforcement and Street Management, Transportation Services.
2. North York Community Council authorize the installation of traffic calming (fourteen speed humps) on George Henry Boulevard, between Manorpark Court and Farmview Crescent, generally as shown in Attachments 5, 6 and 7, Drawing No. TC685, and TC685-1 and TC685-2 respectively, dated April 2026, from the Director, Enforcement and Street Management, Transportation Services.

## **FINANCIAL IMPACT**

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The estimated cost for installing 6 speed humps on Havenbrook Boulevard and 14 speed humps on George Henry Boulevard are \$24,000 and \$56,000 respectively. 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 Havenbrook Boulevard, between Elfindale Crescent (east intersection) and Manorpark Court and on George Henry Boulevard, between Manorpark Court and Farmview Crescent. Residents are concerned that motorists travel at a high rate of speed on these streets.

### **Existing Conditions**

Havenbrook Boulevard 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 8.5 metres
- The daily two-way traffic volume is approximately 400 vehicles
- The speed limit is 30 km/h
- There is no Toronto Transit Commission (TTC) service provided
- Heavy Trucks are prohibited at all times
- There are sidewalks on both sides of the street

The land use in the area consists of detached residential dwellings and Havenbrook Park on the south side of the street. This subject section of Havenbrook Boulevard is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 3 and 4.

George Henry Boulevard is characterized by the following conditions:

- It is a two-lane, east-west and north-south local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,100 vehicles
- The speed limit is 30 km/h
- There is no Toronto Transit Commission (TTC) service provided
- Heavy Trucks are prohibited at all times
- There are sidewalks on both sides of the street

The land use in the area consists of detached residential dwellings and town houses. The subject section of George Henry Boulevard is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 5 - 7.

## **Study Results**

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Havenbrook Boulevard, between Elfindale Crescent (east intersection) and Manorpark Court, from October 28, 2025, to October 30, 2025.

The study results on Havenbrook Boulevard disclosed the following:

- 24-hour total vehicle volume of 386 vehicles
- The block length 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 48 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 53 km/h

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on George Henry Boulevard, between Manorpark Court and Farmview Crescent, from November 4, 2025, to November 6, 2025

The study results on George Henry Boulevard disclosed the following:

- 24-hour total vehicle volume of 495 vehicles
- The block length 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 48 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 54 km/h

Based on the study results, Havenbrook Boulevard and George Henry Boulevard have satisfied the traffic calming warrant criteria. The block length is greater than 120 metres and the operating speed is more than 8 km/h over the warranted speed of 30 km/h and the 95th percentile speed is more than 15 km/h over the speed limit.

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 Havenbrook Boulevard and George Henry Boulevard.

## **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. Havenbrook Boulevard, between Elfindale Crescent (east intersection) and Manorpark Court and on George Henry Boulevard, between Manorpark Court and Farmview Crescent, scored 33 and 30 respectively, 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 has advised that speed humps will impact response and transport times. A copy of their full response is included in Attachment 8.

Comments have not been received back at the time of writing this report from Toronto Police Service or 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 - Havenbrook Boulevard

Attachment 2: Traffic Calming Warrant - George Henry Boulevard

Attachment 3: Speed Hump Locations Plan - Havenbrook Boulevard between Elfindale Crescent and Manorpark Court (match line see drawing TC684)

Attachment 4: Speed Hump Locations Plan - Havenbrook Boulevard between Elfindale Crescent and Manorpark Court (match line see drawing TC684-1)

Attachment 5: Speed Hump Locations Plan - George Henry Boulevard between Manorpark Court and Farmview Crescent (match line see drawing TC685)

Attachment 6: Speed Hump Locations Plan - George Henry Boulevard between Manorpark Court and Farmview Crescent (match line see drawing TC685-1)

Attachment 7: Speed Hump Locations Plan - George Henry Boulevard between Manorpark Court and Farmview Crescent (match line see drawing TC685-2)

Attachment 8: Email from Toronto Paramedic Services, dated April, 2026

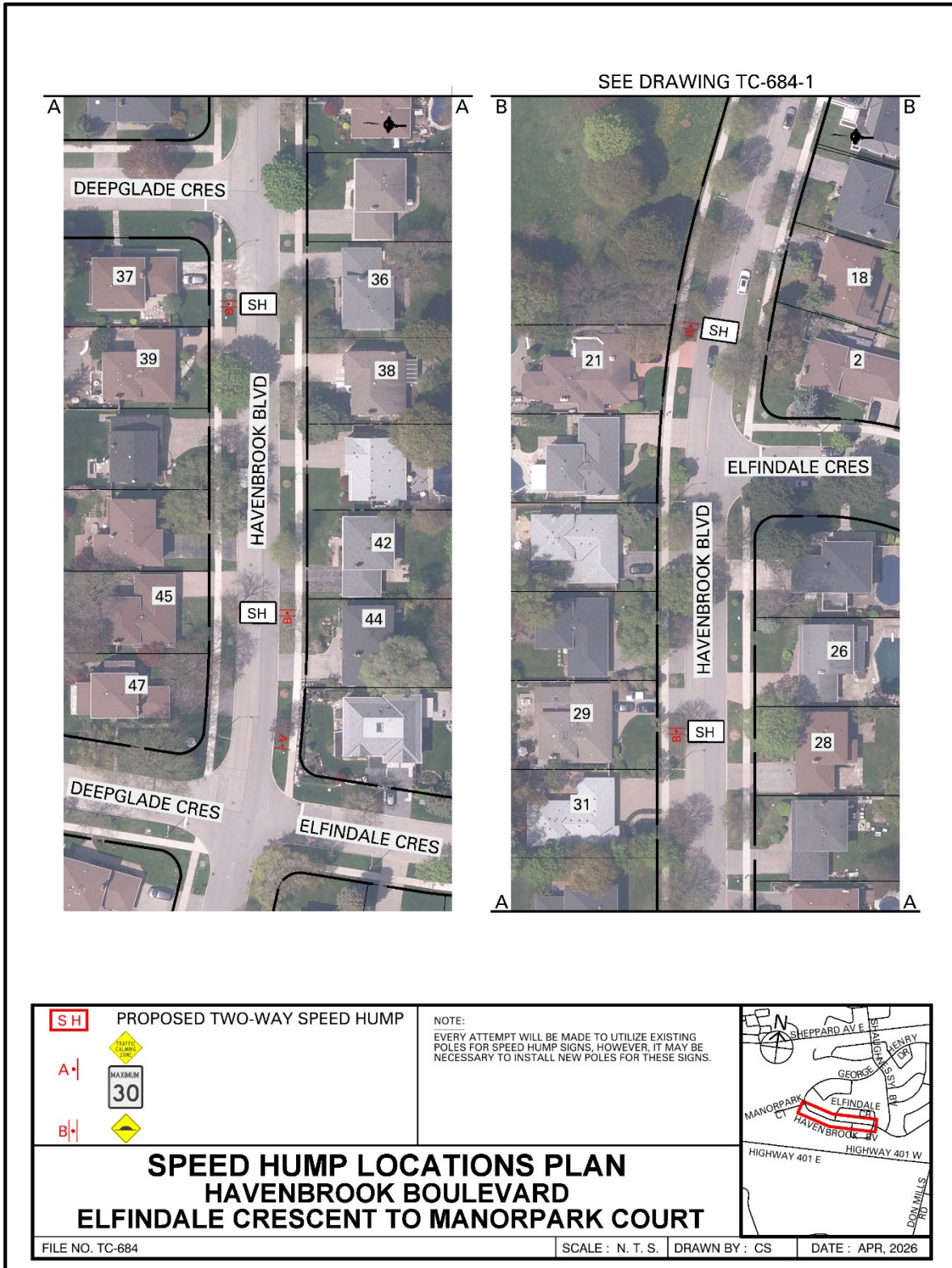
Attachment 1: Traffic Calming Warrant - Havenbrook Boulevard, between Elfindale Crescent and Manorpark Court

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
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (48km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (53 km/h)

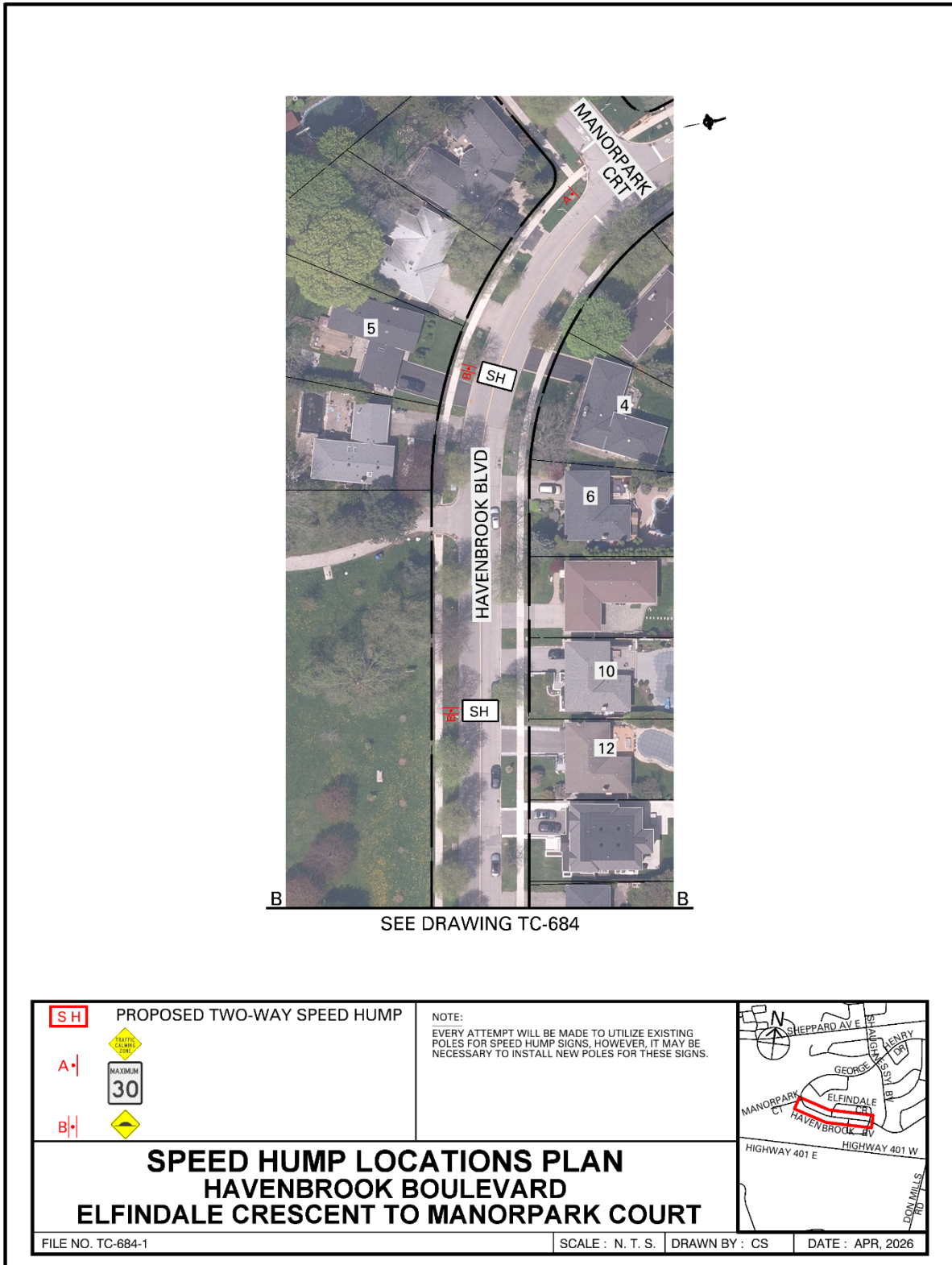
Attachment 2: Traffic Calming Warrant - George Henry Boulevard, between Manorpark Court and Farmview Crescent

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
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (48 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (54 km/h)

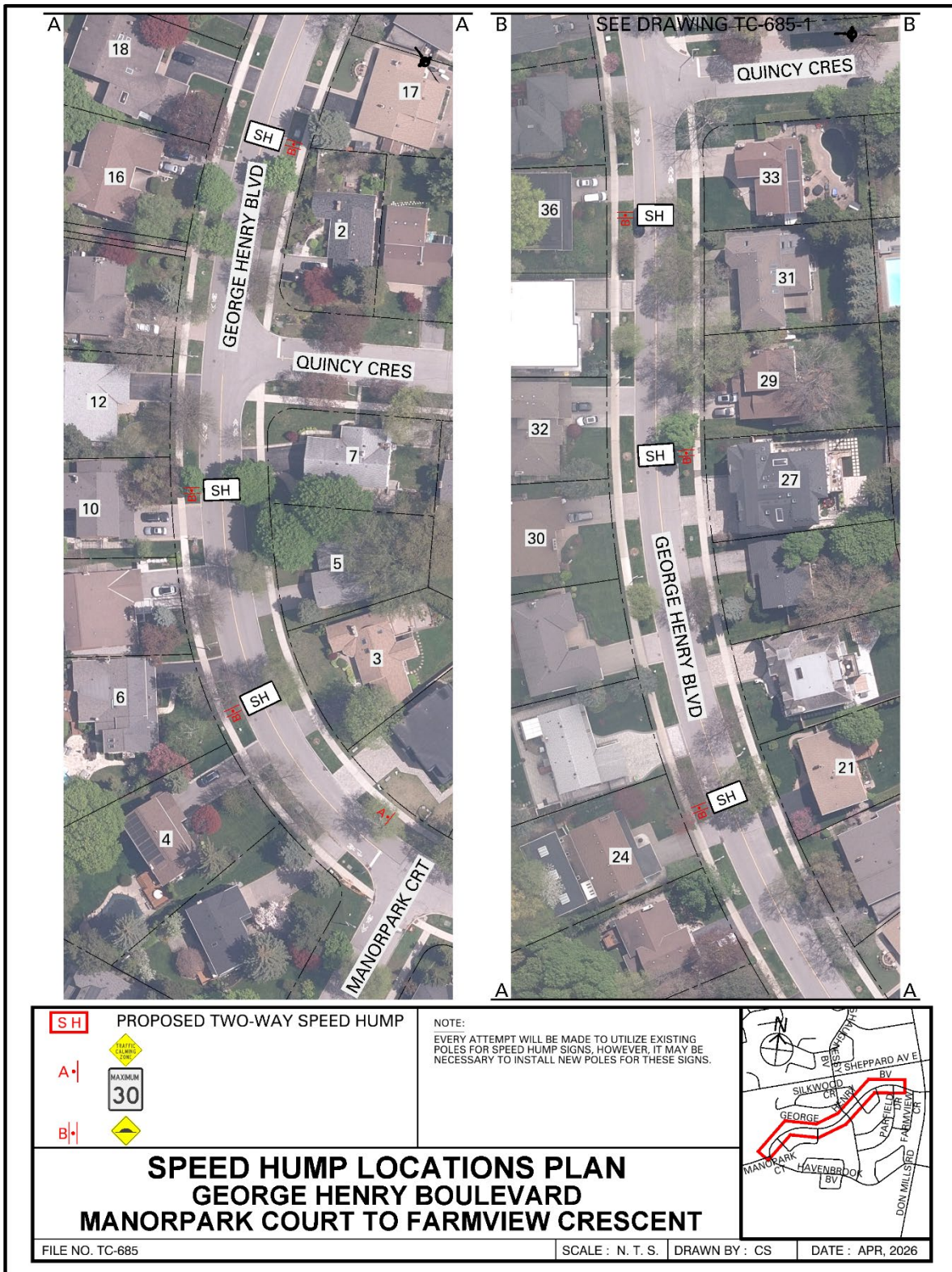
Attachment 3: Speed Hump Locations Plan - Havenbrook Boulevard between Elfindale Crescent and Manorpark Court (match line see drawing TC684)



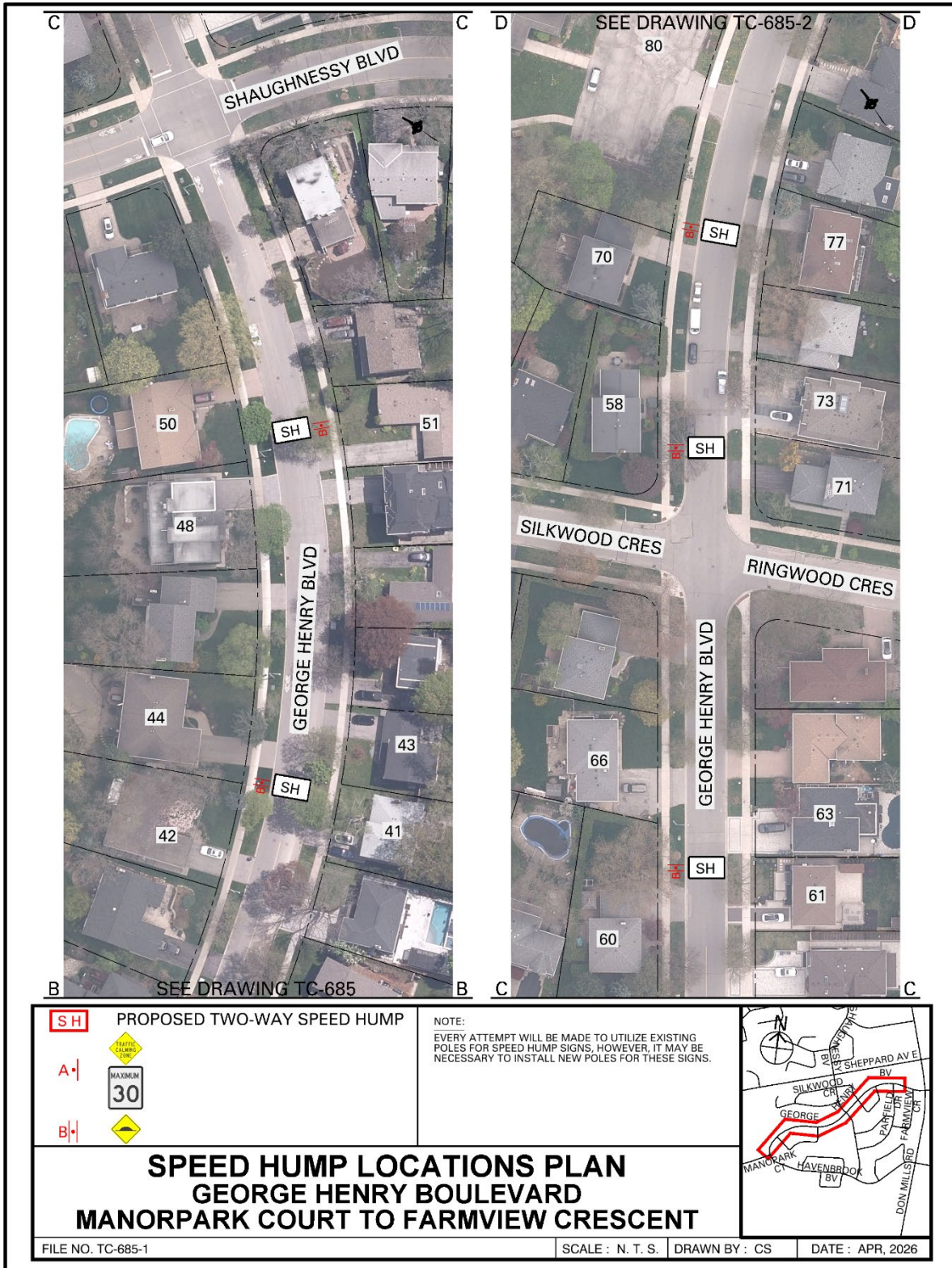
Attachment 4: Speed Hump Locations Plan - Havenbrook Boulevard between Elfindale Crescent and Manorpark Court (match line see drawing TC684-1)



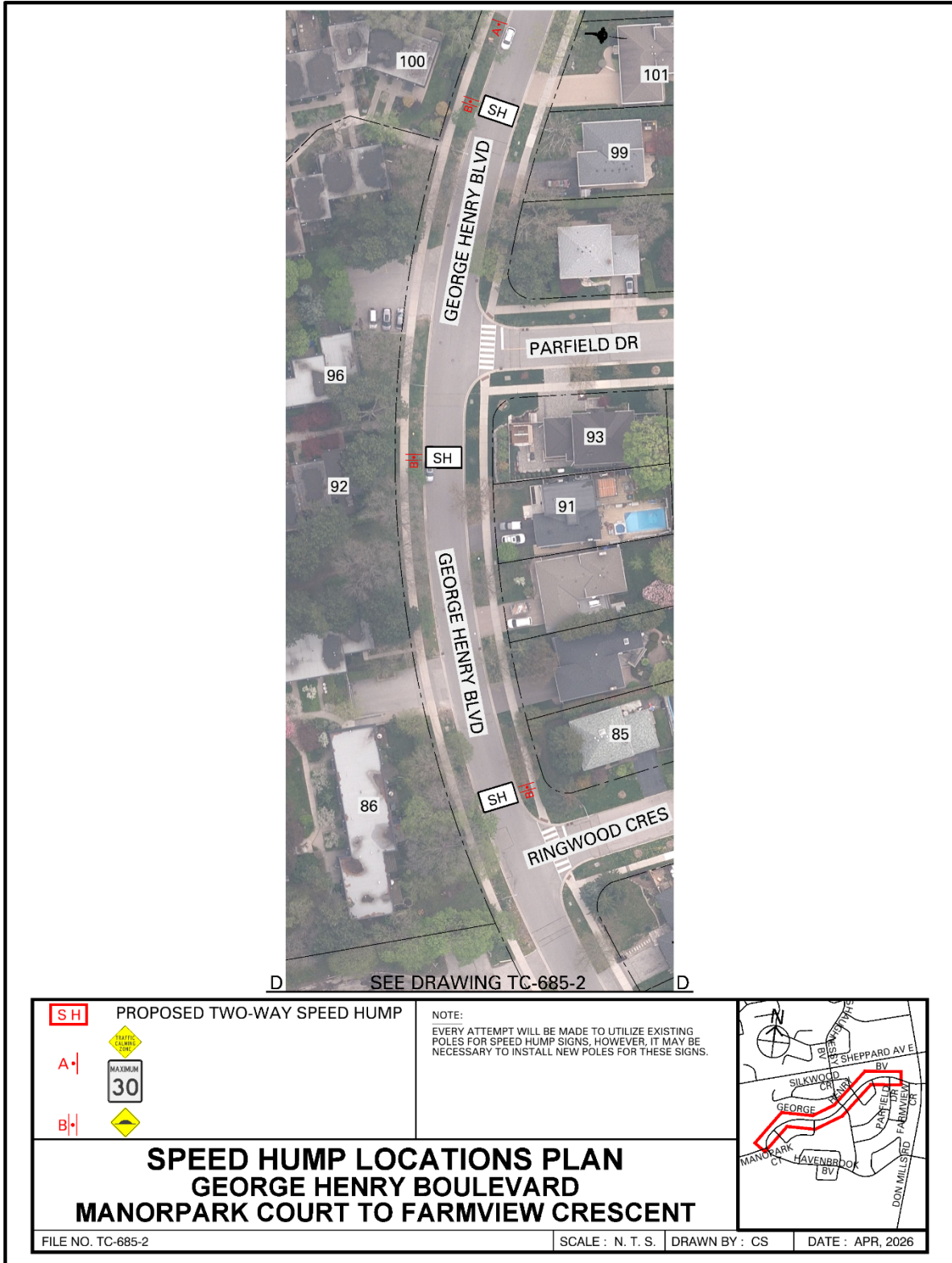
Attachment 5: Speed Hump Locations Plan - George Henry Boulevard between Manorpark Court and Farmview Crescent (match line see drawing TC685)



Attachment 6: Speed Hump Locations Plan - George Henry Boulevard between Manorpark Court and Farmview Crescent (match line see drawing TC685-1)



Attachment 7: Speed Hump Locations Plan - George Henry Boulevard between Manorpark Court and Farmview Crescent (match line see drawing TC685-2)



## Attachment 8: Email from Toronto Paramedic Services, dated April, 2026

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**From:** EMS Planning <[emsplanning@toronto.ca](mailto:emsplanning@toronto.ca)>  
**Sent:** April 28, 2026 5:51 PM  
**To:** Farhad Awabin <[Farhad.Awabin@toronto.ca](mailto:Farhad.Awabin@toronto.ca)>  
**Cc:** EMS Planning <[emsplanning@toronto.ca](mailto:emsplanning@toronto.ca)>  
**Subject:** RE: Traffic Calming (Speed Humps) - Havenbrook Boulevard and George Henry Boulevard

Hi Farhad,

We have received and reviewed the proposal for installation of speed humps on Havenbrook Boulevard and George Henry Boulevard, with the following comments:

The installation of speed humps on Havenbrook Boulevard and George Henry Boulevard, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Havenbrook Boulevard and George Henry Boulevard, 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.

