

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

**Date:** March 16, 2026

**To:** Scarborough Community Council

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

**Wards:** Ward 21, Scarborough Centre

### **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 Tower Drive, between Warden Avenue and Lawrence Avenue East. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Tower Drive.

### **RECOMMENDATIONS**

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

1. Scarborough Community Council authorize the installation of speed humps (17 speed humps) on Tower Drive, between Warden Avenue and Lawrence Avenue East, generally as shown in Attachments 3, 4, 5, and 6, on the attached Drawing Nos. TC-670, TC-670-1, TC-670-2, and TC-670-3, dated March 2026, from the Director, Enforcement and Street Management, Transportation Services.

### **FINANCIAL IMPACT**

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The estimated cost for installing 17 speed humps on Tower Drive is \$68,000.00. Funding would be 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 Tower Drive, between Warden Avenue and Lawrence Avenue East. The residents are concerned that motorists travel at a high rate of speed on Tower Drive.

### **Existing Conditions**

Tower Drive is characterized by the following conditions:

- It is a two-lane local roadway
- It runs north-south and east-west, with a curve located at mid-block
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 1,600 vehicles
- The speed limit is 30 km/h, with an advisory 20 km/h speed posted at the mid-block curve
- 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 Lawrence Avenue East and a point 64 metres north, between Buchanan Road and a point 294 metres north, and between Lilian Drive and Warden Avenue. There are sidewalks on the west side only between a point 64 metres north of Lawrence Avenue East and Buchanan Road, and on the north side only between street bend and Lilian Drive
- There are all-way stop sign-controlled intersections located at Brian Avenue, Buchanan Road, Joy Drive, and Pickwick Road

The land use in the area consists of detached and semi-detached residential dwellings. Notable land uses include Buchanan Public School, interspersed with a few small commercial businesses at south end of Tower Drive at Lawrence Avenue East. This subject section of Tower Drive is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 3, 4, 5, and 6.

### **Study Results**

As part of the assessment of the warrant criteria, two vehicle speed and volume studies were conducted on Tower Drive from October 28 to 30, 2025. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by the City Council. The study results on Tower Drive are summarized in Table 1.

Table 1: Tower Drive Speed and Volume Study Results

Road section	Daily Traffic Volume	85th percentile speed criteria		95th percentile speed criteria	
		Results	Warrant Requirement	Results	Warrant Requirement
Between Lawrence Avenue East and Buchanan Road	1,550	44 km/h	38 km/h	49 km/h	45 km/h
Between Buchanan Road and Warden Avenue	1,650	43 km/h	38 km/h	47 km/h	45 km/h

Based on the study results, both sections of Tower Drive, between Warden Avenue and Lawrence Avenue East, have satisfied the warrant criteria for the 85th percentile and 95th percentile speeds. Additionally, all blocks are over the minimum 120 metre length requirement, except the block between Buchanan Road and Joy Drive, which is 115 metres.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the Traffic Calming Policy has been satisfied for the sections of Tower Drive, between Warden Avenue and Joy Drive, and between Buchanan Road and Lawrence Avenue East. Since these sections satisfy the traffic calming warrant criteria, staff recommend the installation of speed humps over the entire length of the street to maintain consistency.

### 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. Tower Drive, between Warden Avenue and Lawrence Avenue East, scored 48 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 and advised of potential delays in emergency responses but expressed support for initiatives that enhance community safety. A copy of their full response is included in Attachment 7. Toronto Police Service and Toronto Fire Services 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 recommendation in 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: Traffic Calming Warrant - Tower Drive, between Lawrence Avenue East and Bucannan Road
- Attachment 2: Traffic Calming Warrant - Tower Drive, between Bucannan Road and Warden Avenue
- Attachment 3: Speed Hump Locations Plan - Tower Drive, Lawrence Avenue East - Warden Avenue (Matchline, see drawing TC-670-1)
- Attachment 4: Speed Hump Locations Plan - Tower Drive, Lawrence Avenue East - Warden Avenue (Matchline, see drawing TC-670-2)
- Attachment 5: Speed Hump Locations Plan - Tower Drive, Lawrence Avenue East - Warden Avenue (Matchline, see drawing TC-670-3)
- Attachment 6: Speed Hump Locations Plan - Tower Drive - Warden Avenue - Lawrence Avenue East
- Attachment 7: Letter from Toronto Paramedic Services, dated February 13, 2026

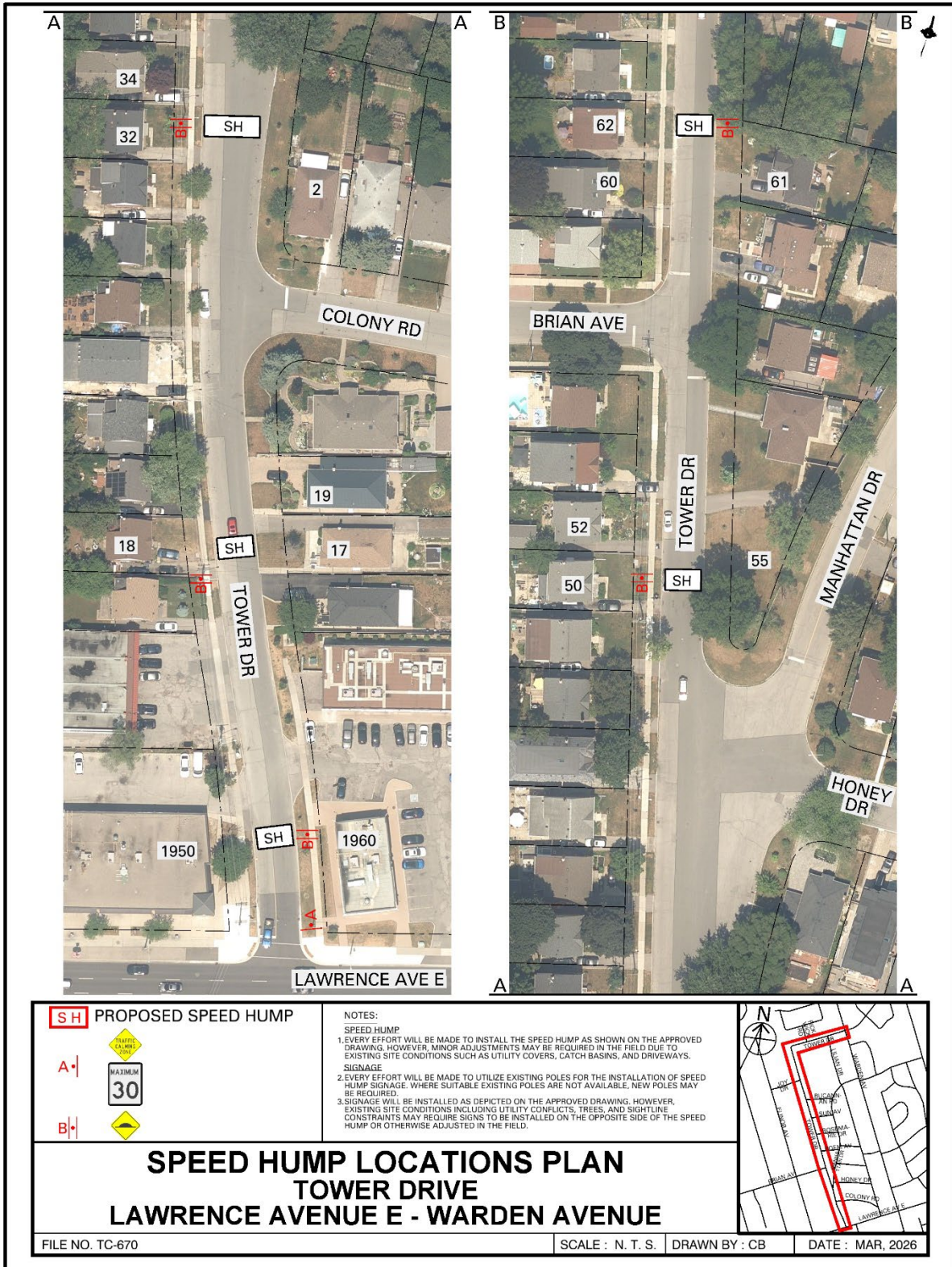
Attachment 1: Traffic Calming Warrant - Tower Drive, between Lawrence Avenue East and Buchanan Road

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	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 (345 m and 394 m)
	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)

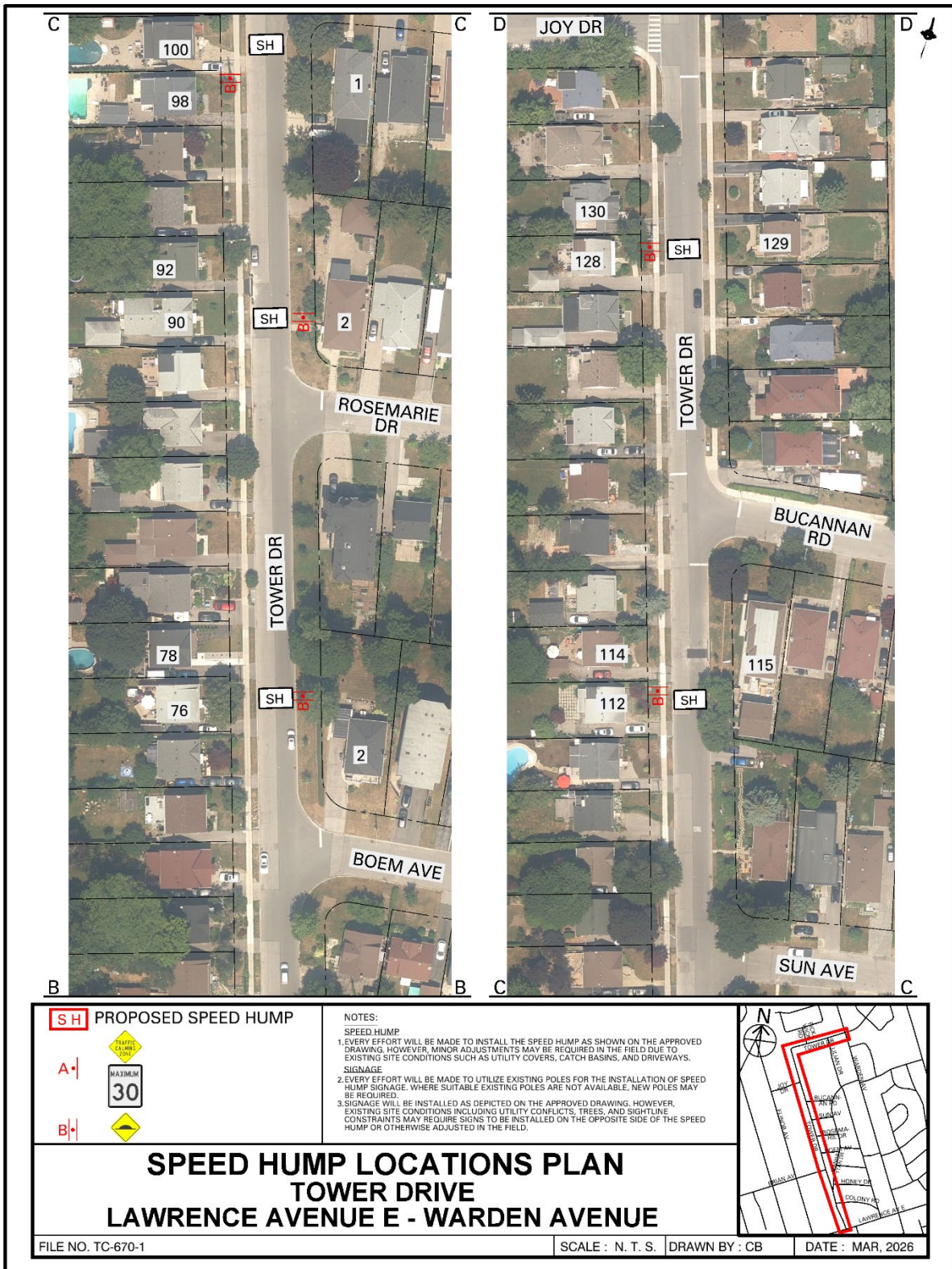
Attachment 2: Traffic Calming Warrant - Tower Drive, between Buchanan Road and Warden Avenue

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	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	No (115 m) Yes (220 m and 284 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 (17 km/h)

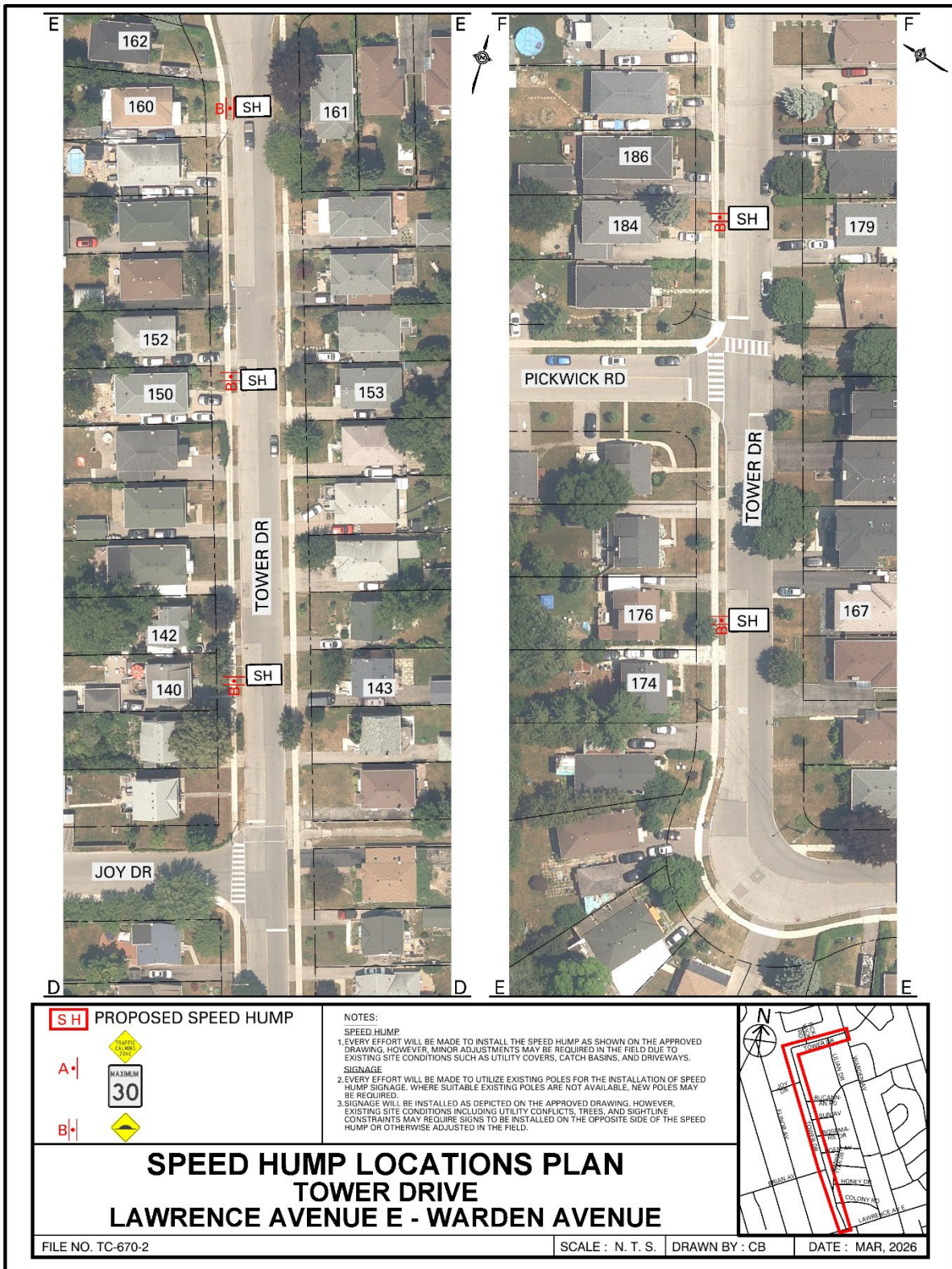
Attachment 3: Speed Hump Locations Plan - Tower Drive, Lawrence Avenue East - Warden Avenue (Matchline, see drawing TC-670-1)



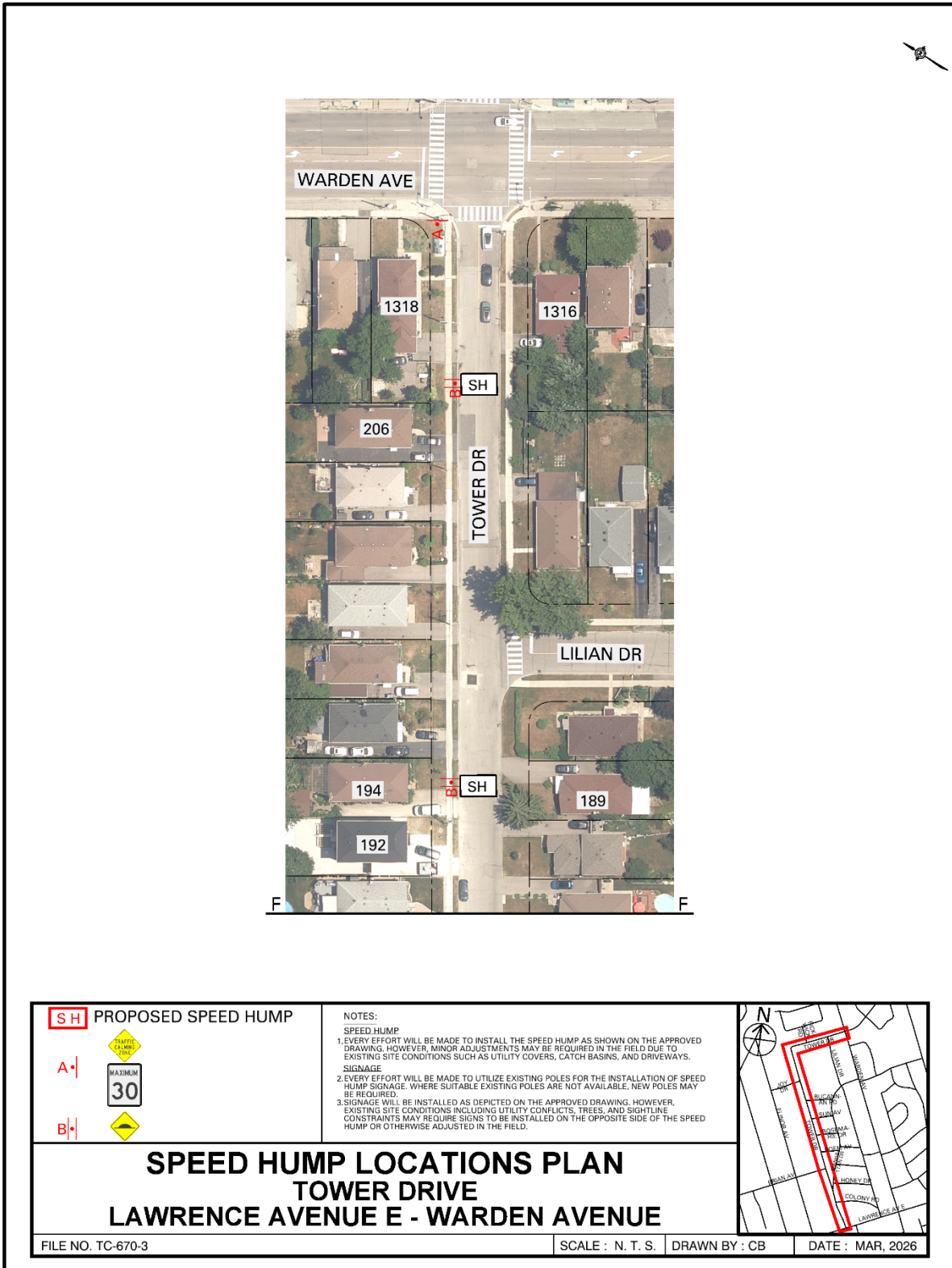
Attachment 4: Speed Hump Locations Plan - Tower Drive, Lawrence Avenue East - Warden Avenue (Matchline, see drawing TC-670-2)




Attachment 5: Speed Hump Locations Plan - Tower Drive, Lawrence Avenue East - Warden Avenue (Matchline, see drawing TC-670-3)




Attachment 6: Speed Hump Locations Plan - Tower Drive, Lawrence Avenue East - Warden Avenue



**SH** PROPOSED SPEED HUMP

A | 

B | 

NOTES:

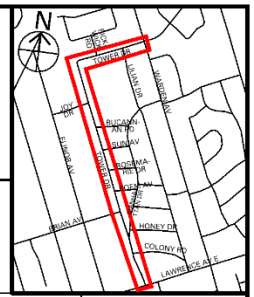
**SPEED HUMP**

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**  
**TOWER DRIVE**  
**LAWRENCE AVENUE E - WARDEN AVENUE**

FILE NO. TC-670-3      SCALE : N. T. S.      DRAWN BY : CB      DATE : MAR, 2026

## Attachment 7: Letter from Toronto Paramedic Services, dated February 13, 2026

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**From:** EMS Planning <[emsplanning@toronto.ca](mailto:emsplanning@toronto.ca)>  
**Sent:** February 13, 2026 10:25 AM  
**To:** Samuel Gomes <[Samuel.Gomes@toronto.ca](mailto:Samuel.Gomes@toronto.ca)>  
**Cc:** EMS Planning <[emsplanning@toronto.ca](mailto:emsplanning@toronto.ca)>  
**Subject:** RE: speed hump installation on Tower Drive between Warden Ave and Lawrence Ave East

Hi Samuel,

We have received and reviewed the proposal for installation of speed humps on Tower Drive between Warden Avenue and Lawrence Ave East, with the following comments:

The installation of speed humps on Tower Drive between Warden Avenue and Lawrence Ave East, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Tower Drive between Warden Avenue and Lawrence Ave East, 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.

