

Traffic Calming (Speed Humps) - Ingleton Boulevard (Alton Towers Neighbourhood Connections)

Date: April 8, 2026

To: Scarborough Community Council

From: Acting Deputy General Manager, Transportation Services

Wards: Ward 23, Scarborough North

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 Ingleton Boulevard, as part of the Alton Towers Neighbourhood Connections project, to reduce motor vehicle operating speeds and improve roadway safety for everyone, particularly pedestrians. In 2027, road resurfacing is planned on Ingleton Boulevard between Middlefield Road and Alton Towers Circle. The planned road work provides an opportunity to review the street for changes with the goal to improve safety for all road users.

Speed humps are recommended on Ingleton Boulevard for the following segments:

- Middlefield Road and Shady Hollow Drive;
- 80 metres west of Shady Hollow Drive and Boxdene Avenue; and
- Boxdene Avenue and Alton Towers Circle.

The assessment completed by staff and summarized within this report indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied for these locations.

RECOMMENDATIONS

The Acting Deputy General Manager, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of traffic calming (speed humps) and install:

a. 4 speed humps on Ingleton Boulevard between Middlefield Road and Shady Hollow Drive for traffic calming purposes, generally as shown on Attachment 1 and Attachment 2, Drawing T1039L-01 and T1039L-02 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Ingleton Boulevard (Alton Towers Neighbourhood Connections)" from the Deputy General Manager, Transportation Services;

b. 2 speed humps on Ingleton Boulevard, between a point 80 metres west of Shady Hollow Drive and Boxdene Avenue, generally as shown on Attachments 3, Drawing T1039L-03 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Ingleton Boulevard (Alton Towers Neighbourhood Connections)" from the Deputy General Manager, Transportation Services;

c. 2 speed humps on Ingleton Boulevard, between Boxdene Avenue and Alton Towers Circle, generally as shown on Attachments 4, Drawing T1039L-04 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Ingleton Boulevard (Alton Towers Neighbourhood Connections)" from the Deputy General Manager, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing 8 speed humps on Ingleton Boulevard is \$32,000. All costs associated with necessary signage and installation are included within the Transportation Services 2027 Operating Budget. Funding for construction of speed humps is available within the Transportation Services 2027 Capital Budget.

DECISION HISTORY

On December 16 and 17 2025, City Council adopted Item IE26.6 - Cycling Network Plan - Cycling Network Plan: 2025 Cycling Infrastructure Fourth Quarter Update. This item authorized the installation of bikeways, a reduction of the speed limit from 40 kilometres an hour to 30 kilometres an hour, installation of a new pedestrian crossover at a point 80 metres west of Shady Hollow Drive and road safety improvements from Middlefield Road to Alton Towers Circle on Ingleton Boulevard.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.IE26.6>

COMMENTS

Transportation Services investigated the feasibility of installing traffic calming -- namely, speed humps on Ingleton Boulevard -- in conjunction with the Alton Towers Neighbourhood Connections project. The Alton Towers Neighbourhood Connections project aims to create safer and more accessible neighbourhood streets and better connect residents to local destinations, including schools, parks and trails.

Phase 1 of the Alton Towers Neighbourhood Connections project is focused on Ingleton Boulevard, with proposed pedestrian and cycling upgrades to be implemented in 2027 as part of planned road resurfacing works.

Public and interest group consultation for the first phase of the Alton Towers Neighbourhood Connections project, including traffic calming in the form of speed humps on Ingleton Boulevard, took place from May 28 to June 25, 2025. Overall, participants expressed support for road safety improvements on Ingleton Boulevard to help reduce motor vehicle speeds, including reducing the speed limit to 30 km/h, improving pedestrian crossings, and making the road safer for pedestrians and people cycling.

In December 2025, City Council approved changes to Ingleton Boulevard as part of the Cycling Network Plan: 2025 Cycling Infrastructure Fourth Quarter Update (IE26.6). IE26.6 indicated that traffic calming, in the form of speed humps, is proposed as part of the recommended design to reduce motor vehicle operating speeds and reduce the severity and likelihood of speed related collisions. It was noted that a separate report to Scarborough Community Council seeking authority to install speed humps would be forthcoming in early 2026.

Staff evaluated Ingleton Boulevard for speed humps, and the street met the eligibility and warrant criteria as outlined in the 2023 Traffic Calming Policy.

Existing Conditions

Ingleton Boulevard is characterized by the following conditions:

- It is a collector road;
- It is a two-lane roadway with east-west and north-south segments;
- It operates two-way, on a pavement width of approximately 9.6 metres;
- The daily two-way traffic volume is approximately 1500 vehicles;
- The current posted speed limit is 40 km/h, however a 30 km/hr posted speed limit was approved by Council in December 2025 and is pending installation;
- There is no Toronto Transit Commission (TTC) service provided;
- For most of the corridor, parking is unsigned and permitted with a three-hour limit; and
- There are sidewalks located on both sides of the street.

The land use in the area consists of detached and semi-detached residential dwellings interspersed with two schools, two parks and a few small commercial businesses at Middlefield Road.

Ingleton Boulevard between Alton Towers Circle and Shady Hollow Drive is designated as a Community Safety Zone. There is also a School Safety Zone.

A map of the area and proposed locations of the speed humps for each roadway are included as Attachments 1 through 4.

Study Results

As part of the assessment of the warrant criteria, vehicle speed and volume studies were conducted on Ingleton Boulevard in Spring 2025. The study results are shown in Table 1 in segments. The segments are between controlled intersections.

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. The warrant analysis is performed based on a warrant speed of 30 kilometres per hour since a 30 km/hr posted speed limit was approved by Council in December 2025 and is pending installation.

Table 1: Traffic Calming Study Results for Local Roadway Segments

| Street | From | To | 24-hour Total Vehicle Volume | Block Length (metres) | 85th Percentile Speed (km/hr) | 95th Percentile Speed (km/hr) |
|--------------------|---------------------------------|---------------------|------------------------------|-----------------------|-------------------------------|-------------------------------|
| Ingleton Boulevard | Middlefield Road | Treetops Crescent | 2080 | 230 | 39.7 | 44.1 |
| | Treetops Crescent | Shady Hollow Drive | 1468 | 550 | 47.3 | 52.5 |
| Ingleton Boulevard | 80 m west of Shady Hollow Drive | Boxdene Avenue | 996 | 225 | 37.9 | 42.1 |
| Ingleton Boulevard | Boxdene Avenue | Alton Towers Circle | 5,254 | 360 | 39.7 | 44.3 |

The warrant criteria requires that block lengths are greater than 120 metres and the operating speed is at least eight km/h over the warranted speed of 30 km/h or 95th percentile speed at least 15 km/h over the warranted speed of 30 km/h. Based on the study results, the blocks identified in Table 1 have satisfied the warrant criteria for minimum block length. The blocks between Middlefield Road and Shady Hollow Drive have satisfied the criteria for minimum vehicle speed. For the blocks between 80 m west of Shady Hollow Drive and Alton Towers Circle, a 37.9 km/hr 85th percentile speed falls just short of satisfying the warrant speed criteria by 0.1 km/hr and does not meet the 95th percentile speed criteria. However, speed humps are recommended for continuity of the traffic calming zone across the corridor and due to the presence of a School Safety Zone. 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 on Ingleton Boulevard:

- Ingleton Boulevard between Middlefield Road and Shady Hollow Drive;
- Ingleton Boulevard between 80 m west of Shady Hollow Drive and Boxdene Avenue;
- and
- Ingleton Boulevard from Boxdene Avenue to Alton Towers Circle.

A new pedestrian crossover has been approved 80 m west of the all-way stop controlled intersection at Shady Hollow Drive, making that block ineligible for traffic calming.

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 impact on winter services, street cleaning and garbage collection.

If approved, the installation of speed humps would proceed with local roadway resurfacing capital works programmed to take place in 2027.

Consultation with Emergency Services

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 were advised of this proposal but did not provide comments 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 recommendations of this staff report.

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ATTACHMENTS

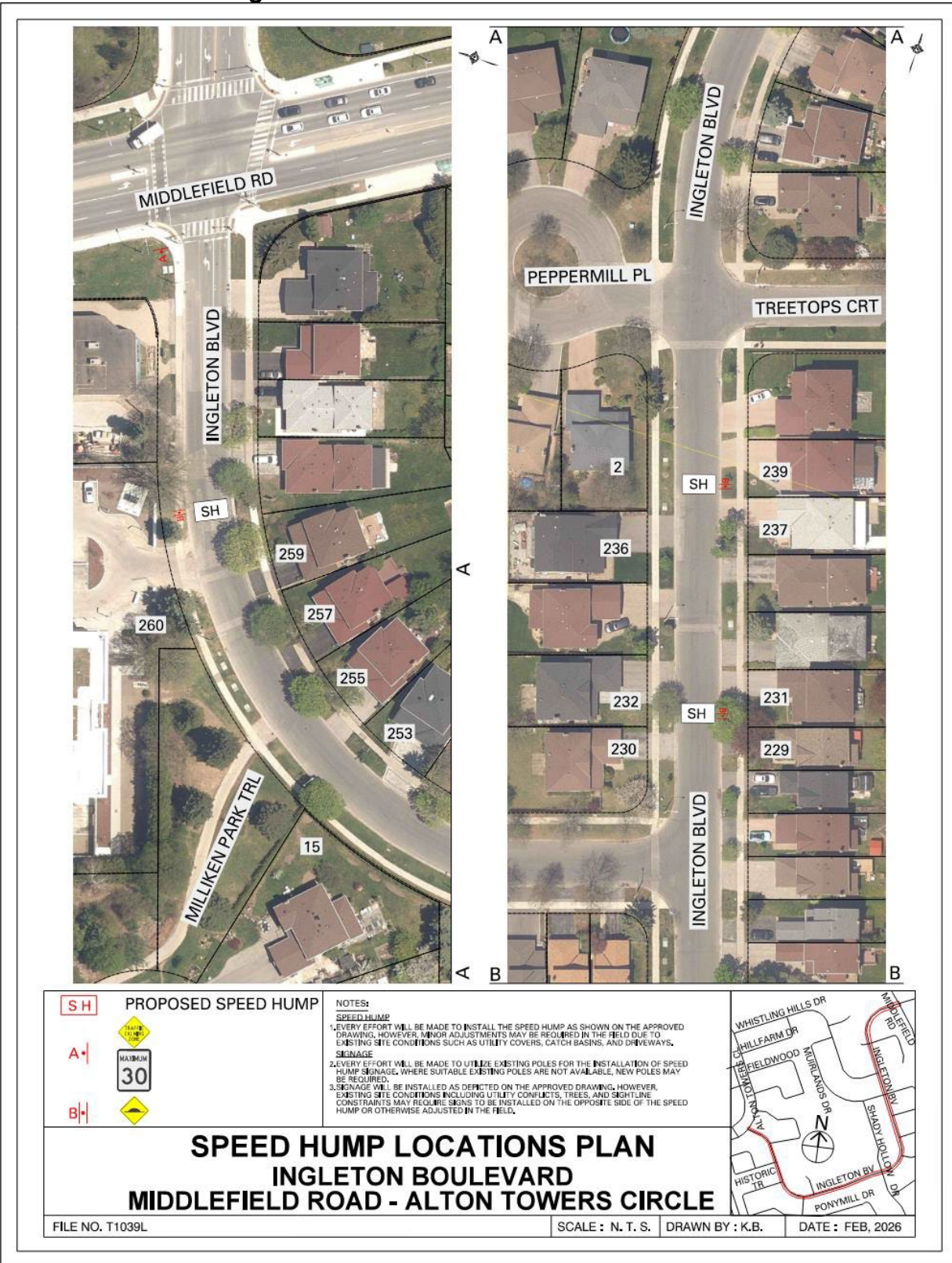
Attachment 1: Drawing T1039L-01

Attachment 2: Drawing T1039L-02

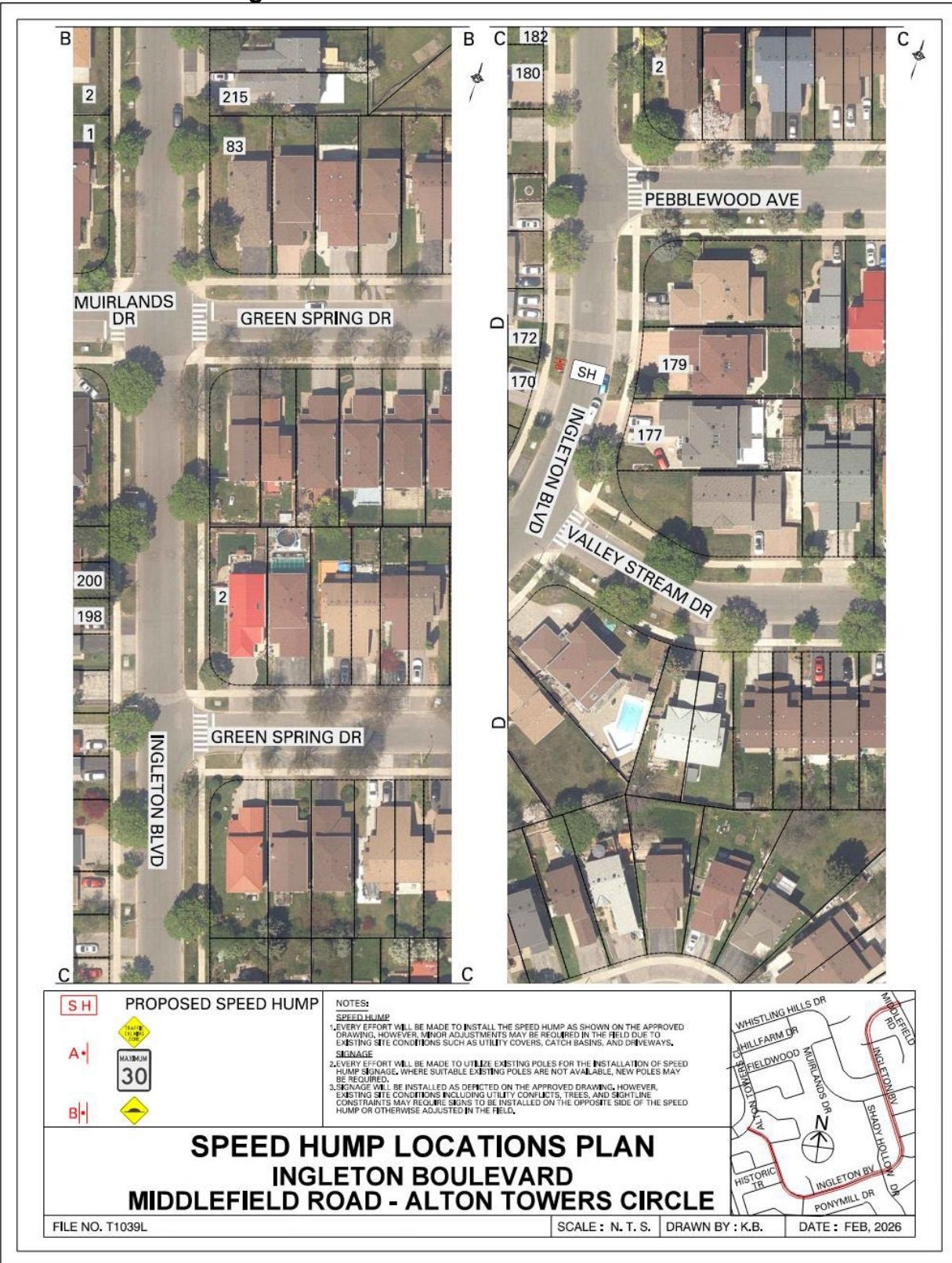
Attachment 3: Drawing T1039L-03

Attachment 4: Drawing T1039L-04

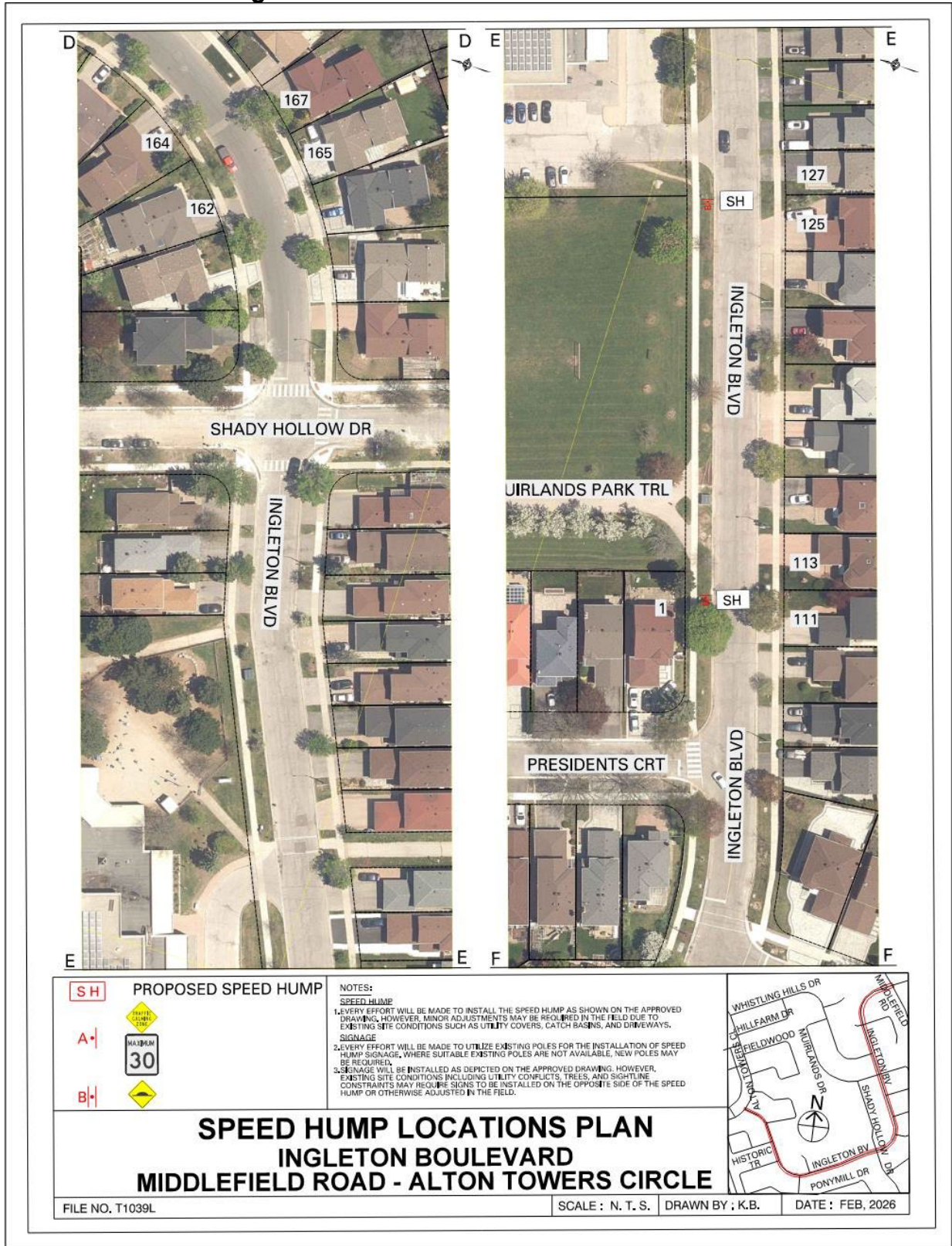
Attachment 1: Drawing T1039L-01



Attachment 2: Drawing T1039L-02



Attachment 3: Drawing T1039L-03



Attachment 4: Drawing T1039L-04

