

Traffic Calming (Speed Humps) - Various Streets in Ward 4

Date: April 14, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 4, Parkdale-High Park

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 the seven streets in Ward 4 listed below. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied for all streets. Therefore, speed humps should be installed on the streets recommended in this report.

- Glenwood Avenue, between Runnymede Road and Fairview Avenue
- Grenadier Road, between Parkside Drive and Roncesvalles Avenue
- Humbercrest Boulevard, between St. Mark's Road and St. John's Road
- Indian Grove, between Howard Park Avenue and Ridout Street
- Oakmount Road, between Bloor Street West and Glenlake Avenue
- Thornhill Avenue, between Raymond Avenue and Baby Point Road
- Verbena Avenue, between South Kingsway and Armadale Avenue

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the installation of speed humps on the streets set out in Attachment 1 to the report "Traffic Calming (Speed Humps) - Various Streets in Ward 4", dated April 14, 2026, from the Director, Enforcement and Street Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing a total of thirty speed humps on the streets listed in this report is \$120,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2026 Capital Budget. The estimated cost by street is as follows:

- Four speed humps on Glenwood Avenue, between Runnymede Road and Fairview Avenue, costing \$16,000.00
- Ten speed humps on Grenadier Road, between Parkside Drive and Roncesvalles Avenue, costing \$40,000.00
- Two speed humps on Humbercrest Boulevard, between St. Mark's Road and St. John's Road, costing \$8,000.00
- Four speed humps on Indian Grove, between Howard Park Avenue and Ridout Street, costing \$16,000.00
- Six speed humps on Oakmount Road, between Bloor Street West and Glenlake Avenue, costing \$24,000.00
- Two speed humps on Thornhill Avenue, between Raymond Avenue and Baby Point Road, costing \$8,000.00
- Two speed humps on Verbena Avenue, between South Kingsway and Armadale Avenue, costing \$8,000.00

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received requests from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps for the seven streets listed in this report. The residents of these streets are concerned that motorists travel at a high rate of speed.

The existing conditions and study results for the seven streets recommended for speed humps in this report are listed individually below. 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 cyclist
- 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. The ranking points out of a possible 100 have also been listed for each street.

A. Glenwood Avenue

Existing Conditions

Glenwood Avenue 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 8.7 metres, between Runnymede Road and Kennedy Avenue, and with a pavement width of 8.5 metres, between Kennedy Avenue and Fairview Avenue
- The daily two-way traffic volume is approximately 580 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

The land use in the area consists of detached residential dwellings. Nearby pedestrian generators include Western Technical-Commercial School, Runnymede Junior and Senior Public School, Ursula Franklin Academy, Rocket Swim Club, and Beresford Park. This western portion of the subject section of Glenwood Avenue is within a designated School Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 9.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Glenwood Avenue from December 17 to December 19, 2024.

The study results on Glenwood Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 580 vehicles
- The block length on Glenwood Avenue, between Runnymede Road and Fairview Avenue, is approximately 290 metres

- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 39 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 43 km/h

Based on the study results, Glenwood Avenue 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 is 9 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 Glenwood Avenue.

Relative Priority

Glenwood Avenue, between Runnymede Road and Fairview Avenue, scored 18 ranking points out of a possible 100.

B. Grenadier Road

Existing Conditions

Grenadier Road is characterized by the following conditions:

- It is a one-lane, east-west, local roadway
- It operates one-way eastbound traffic on a pavement width of 7.3 metres
- The daily one-way traffic volume is approximately 760 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. Nearby pedestrian generators include High Park. This subject section of Grenadier Road is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 10 and 11.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was first conducted on Grenadier Road, between Parkside Drive and Indian Road from December 17 to December 19, 2024. As the initial request was subsequently expanded, a second vehicle speed and volume study was conducted on the remaining segment of Grenadier Road, between Indian Road and Roncesvalles Avenue, from April 8 to April 10, 2025.

The study results on Grenadier Road disclosed the following:

- 24-hour total vehicle volume is approximately 760 vehicles

- The block lengths on Grenadier Road, between Parkside Drive and Indian Road is approximately 235 metres, between Indian Road and Sunnyside Avenue is approximately 170 metres, and between Sunnyside Avenue and Roncesvalles Avenue is approximately 185 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 38 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 43 km/h

Based on the study results, Grenadier Road has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres and the operating speed is 8 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 Grenadier Road.

Relative Priority

Grenadier Road, between Parkside Drive and Roncesvalles Avenue, scored 11 ranking points out of a possible 100.

C. Humbercrest Boulevard

Existing Conditions

Humbercrest Boulevard is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 8.5 metres
- The daily two-way traffic volume is approximately 1,920 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached residential dwellings. Nearby pedestrian generators include Humbercrest Public School and Magwood Park. This subject section of Humbercrest Boulevard is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 12.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Humbercrest Boulevard from December 17 to December 19, 2024. The study results on Humbercrest Boulevard disclosed the following:

- 24-hour total vehicle volume is approximately 1,920 vehicles

- The block length on Humbercrest Boulevard, between St. Mark's Road and St. John's Road is approximately 180 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 39 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 43 km/h

Based on the study results, Humbercrest Boulevard 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 is 9 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 Humbercrest Boulevard.

Relative Priority

Humbercrest Boulevard, between St. Mark's Road and St. John's Road, scored 13 ranking points out of a possible 100.

D. Indian Grove

Existing Conditions

Indian Grove is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 7.3 metres
- The daily two-way traffic volume is approximately 1,040 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached residential dwellings. Nearby pedestrian generators include High Park and Howard Junior Public School. This subject section of Indian Grove is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 13.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Indian Grove from December 17 to December 19, 2024.

The study results on Indian Grove disclosed the following:

- 24-hour total vehicle volume is approximately 1,040 vehicles

- The block length on Indian Grove, between Howard Park Avenue and Ridout Street is approximately 315 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 41 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 46 km/h

Based on the study results, Indian Grove 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 is 11 km/h over the warranted speed of 30 km/h; and the 95th percentile is 16 km/h more than 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 Indian Grove.

Relative Priority

Indian Grove, between Howard Park Avenue and Ridout Street, scored 22 ranking points out of a possible 100.

E. Oakmount Road

Existing Conditions

Oakmount Road is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 8.5 metres
- The daily two-way traffic volume is approximately 1,410 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached residential dwellings and multi-family condominium buildings. Nearby pedestrian generators include High Park, Lithuania Park, Keele Street Public School, and businesses on Bloor Street West. The section of Oakmount Road, between Bloor Street West and Glenlake Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 14 and 15.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Oakmount Road from September 30 to October 2, 2025.

The study results on Oakmount Road disclosed the following:

- 24-hour total vehicle volume is approximately 1,415 vehicles
- The block length on Oakmount Road, between Bloor Street West and Glenlake Avenue is approximately 420 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 38 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 43 km/h

Based on the study results, Oakmount Road 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 is 8 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 Oakmount Road.

Relative Priority

Oakmount Road, between Bloor Street West and Glenlake Avenue, scored 21 ranking points out of a possible 100.

F. Thornhill Avenue

Existing Conditions

Thornhill Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of 7.3 metres
- The daily two-way traffic volume is approximately 380 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

The land use in the area consists of detached residential dwellings. Nearby pedestrian generators include Humbercrest United Church, Toronto Kidz Summer Camp, and businesses on Jane Street. This subject section of Thornhill Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 16.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Thornhill Avenue from April 16 to April 18, 2024.

The study results on Thornhill Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 380 vehicles
- The block length on Thornhill Avenue, between Raymond Avenue and Baby Point Road is approximately 160 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 43 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 49 km/h

Based on the study results, Thornhill Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 13 km/h over the warranted speed of 30 km/h, and the 95th percentile is 19 km/h more than 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 Thornhill Avenue.

Relative Priority

Thornhill Avenue, between Raymond Avenue and Baby Point Road, scored 29 ranking points out of a possible 100.

G. Verbena Avenue

Existing Conditions

Verbena Avenue 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 7.3 metres
- The daily two-way traffic volume is approximately 280 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are no sidewalks located on either side of the street

The land use in the area consists of detached residential dwellings. This subject section of Verbena Avenue is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachment 17.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Verbena Avenue from January 21 to January 23, 2025.

The study results on Verbena Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 280 vehicles
- The block length on Verbena Avenue, between South Kingsway and Armadale Avenue, is approximately 170 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 40 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 45 km/h

Based on the study results, Verbena Avenue has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres, the operating speed is 10 km/h over the warranted speed of 30 km/h, and the 95th percentile is 15 km/h more than 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 Verbena Avenue.

Relative Priority

Verbena Avenue, between South Kingsway and Armadale Avenue, scored 19 ranking points out of a possible 100.

Other Impacts

No alterations to parking regulations will be required on any streets, 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 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 they support the installation of speed humps, however, there are concerns that it may negatively impact their service delivery. A copy of their full response is included in Attachment 18. Toronto Fire Services and Toronto Police Service 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 recommendations in this report.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Speed Hump Recommendations
Attachment 2: Traffic Calming Warrant - Glenwood Avenue, between Runnymede Road and Fairview Avenue
Attachment 3: Traffic Calming Warrant - Grenadier Road, between Parkside Drive and Roncesvalles Avenue
Attachment 4: Traffic Calming Warrant - Humbercrest Boulevard, between St. Mark's Road and St. John's Road
Attachment 5: Traffic Calming Warrant - Indian Grove, between Howard Park Avenue and Ridout Street
Attachment 6: Traffic Calming Warrant - Oakmount Road, between Bloor Street West and Glenlake Avenue
Attachment 7: Traffic Calming Warrant - Thornhill Avenue, between Raymond Avenue and Baby Point Road
Attachment 8: Traffic Calming Warrant - Verbena Avenue, between South Kingsway and Armadale Avenue
Attachment 9: Speed Hump Locations Plan - Glenwood Avenue, Runnymede Road - Fairview Avenue
Attachment 10: Speed Hump Locations Plan - Grenadier Road, Parkside Drive - Roncesvalles Avenue (Matchline, see Drawing TC-661-1)
Attachment 11: Speed Hump Locations Plan - Grenadier Road, Parkside Drive - Roncesvalles Avenue
Attachment 12: Speed Hump Locations Plan - Humbercrest Boulevard, St. Mark's Road - St. John's Road

Attachment 13: Speed Hump Locations Plan - Indian Grove, Howard Park Avenue - Ridout Street

Attachment 14: Speed Hump Locations Plan - Oakmount Road, Bloor Street West - Glenlake Avenue (Matchline, see Drawing TC-664-1)

Attachment 15: Speed Hump Locations Plan - Oakmount Road, Bloor Street West - Glenlake Avenue

Attachment 16: Speed Hump Locations Plan - Thornhill Avenue, Raymond Avenue - Baby Point Road

Attachment 17: Speed Hump Locations Plan - Verbena Avenue, South Kingsway - Armadale Avenue

Attachment 18: Letter from Toronto Paramedic Services, dated March 11, 2026

Attachment 1: Speed Hump Recommendations

1. Toronto and East York Community Council authorize the installation of traffic calming (four speed humps) on Glenwood Avenue, between Runnymede Road and Fairview Avenue, generally as shown in Attachment 9, Drawing No. TC-660 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.
2. Toronto and East York Community Council authorize the installation of traffic calming (ten speed humps) on Grenadier Road, between Parkside Drive and Roncesvalles Avenue, generally as shown in Attachments 10 and 11, Drawing Nos. TC-661 and TC-661-1 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.
3. Toronto and East York Community Council authorize the installation of traffic calming (two speed humps) on Humbercrest Boulevard, between St. Mark's Road and St. John's Road, generally as shown in Attachment 12, Drawing No. TC-663 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.
4. Toronto and East York Community Council authorize the installation of traffic calming (four speed humps) on Indian Grove, between Howard Park Avenue and Ridout Street, generally as shown in Attachment 13, Drawing No. TC-662 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.
5. Toronto and East York Community Council authorize the installation of traffic calming (six speed humps) on Oakmount Road, between Bloor Street West and Glenlake Avenue, generally as shown in Attachments 14 and 15, Drawing Nos. TC-664 and TC-664-1 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.
6. Toronto and East York Community Council authorize the installation of traffic calming (two speed humps) on Thornhill Avenue, between Raymond Avenue and Baby Point Road, generally as shown in Attachment 16, Drawing No. TC-665 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.

7. Toronto and East York Community Council authorize the installation of traffic calming (two speed humps) on Verbena Avenue, between South Kingsway and Armadale Avenue, generally as shown in Attachment 17, Drawing No. TC-666 dated February 2026, attached to the report entitled "Traffic Calming (Speed Humps) - Various Streets in Ward 4" from the Director, Enforcement and Street Management, Transportation Services.

Attachment 2: Traffic Calming Warrant - Glenwood Avenue, between Runnymede Road and Fairview 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	Yes (290 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (9 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (13 km/h)

Attachment 3: Traffic Calming Warrant - Grenadier Road, between Parkside Drive and Roncesvalles 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	Yes (235 m, 170 m, and 185 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (8 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (13 km/h)

Attachment 4: Traffic Calming Warrant - Humbercrest Boulevard, between St. Mark's Road and St. John's 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 (180 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (9 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (13 km/h)

Attachment 5: Traffic Calming Warrant - Indian Grove, between Howard Park Avenue and Ridout Street

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 (315 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (11 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (16 km/h)

Attachment 6: Traffic Calming Warrant - Oakmount Road, between Bloor Street West and Glenlake 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	Yes (420 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (8 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (13 km/h)

Attachment 7: Traffic Calming Warrant - Thornhill Avenue, between Raymond Avenue and Baby Point 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 (160 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 (19 km/h)

Attachment 8: Traffic Calming Warrant - Verbena Avenue, between South Kingsway and Armadale 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	No
	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 (170 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (10 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	Yes (15 km/h)

Attachment 9: Speed Hump Locations Plan - Glenwood Avenue, Runnymede Road - Fairview Avenue



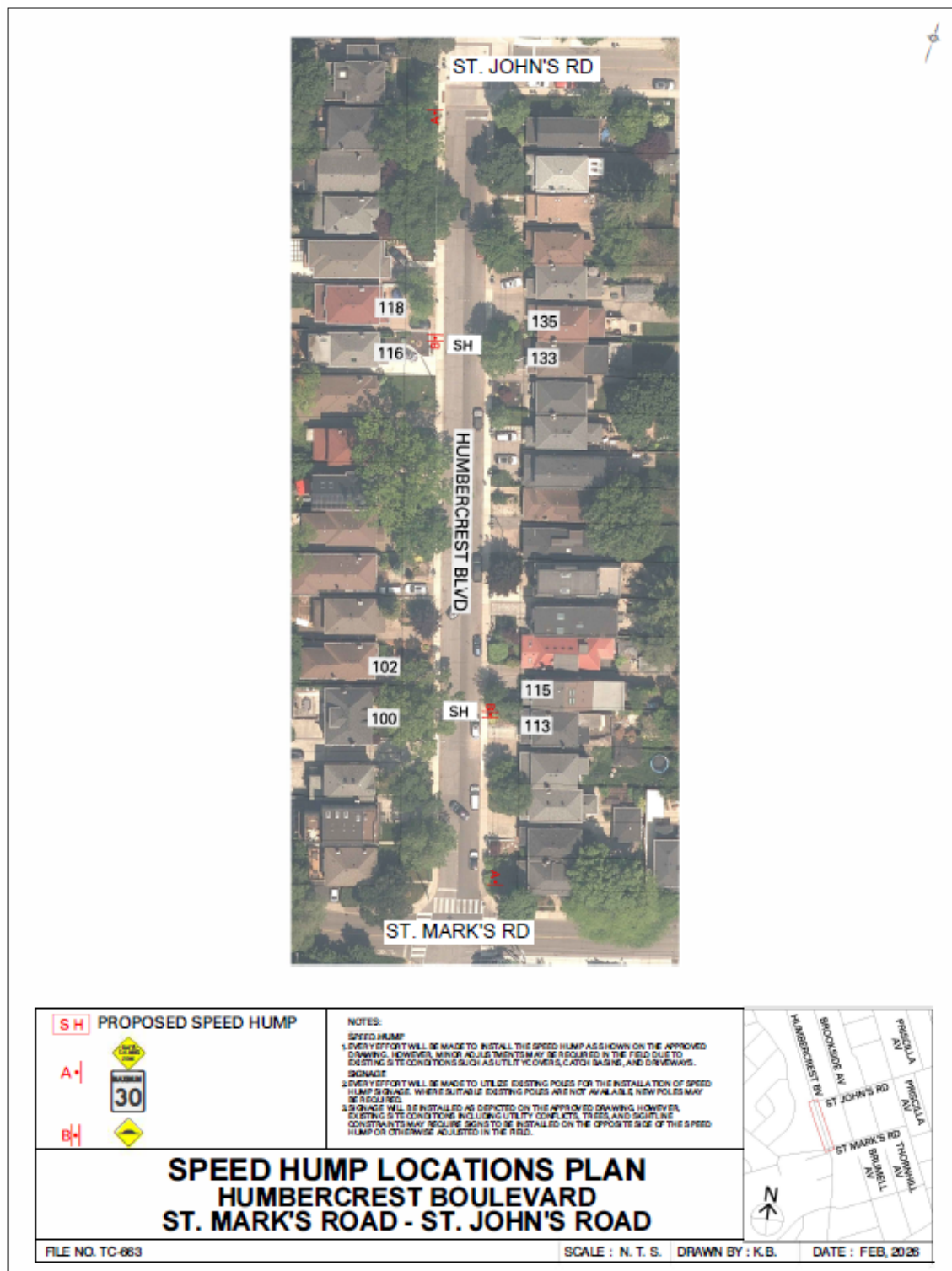
Attachment 10: Speed Hump Locations Plan - Grenadier Road, Parkside Drive - Roncesvalles Avenue (Matchline, see Drawing TC-661-1)



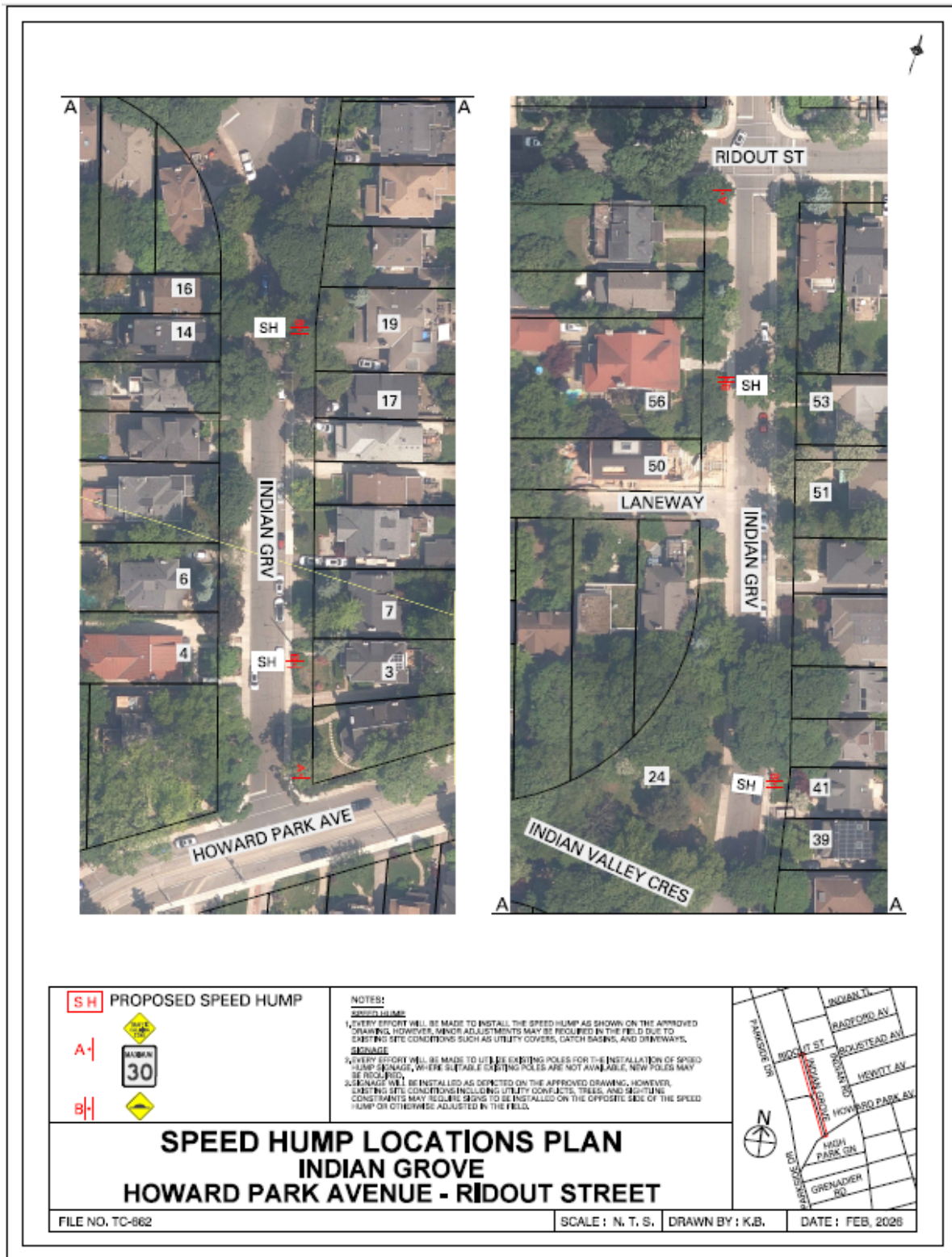
Attachment 11: Speed Hump Locations Plan - Grenadier Road, Parkside Drive - Roncesvalles Avenue



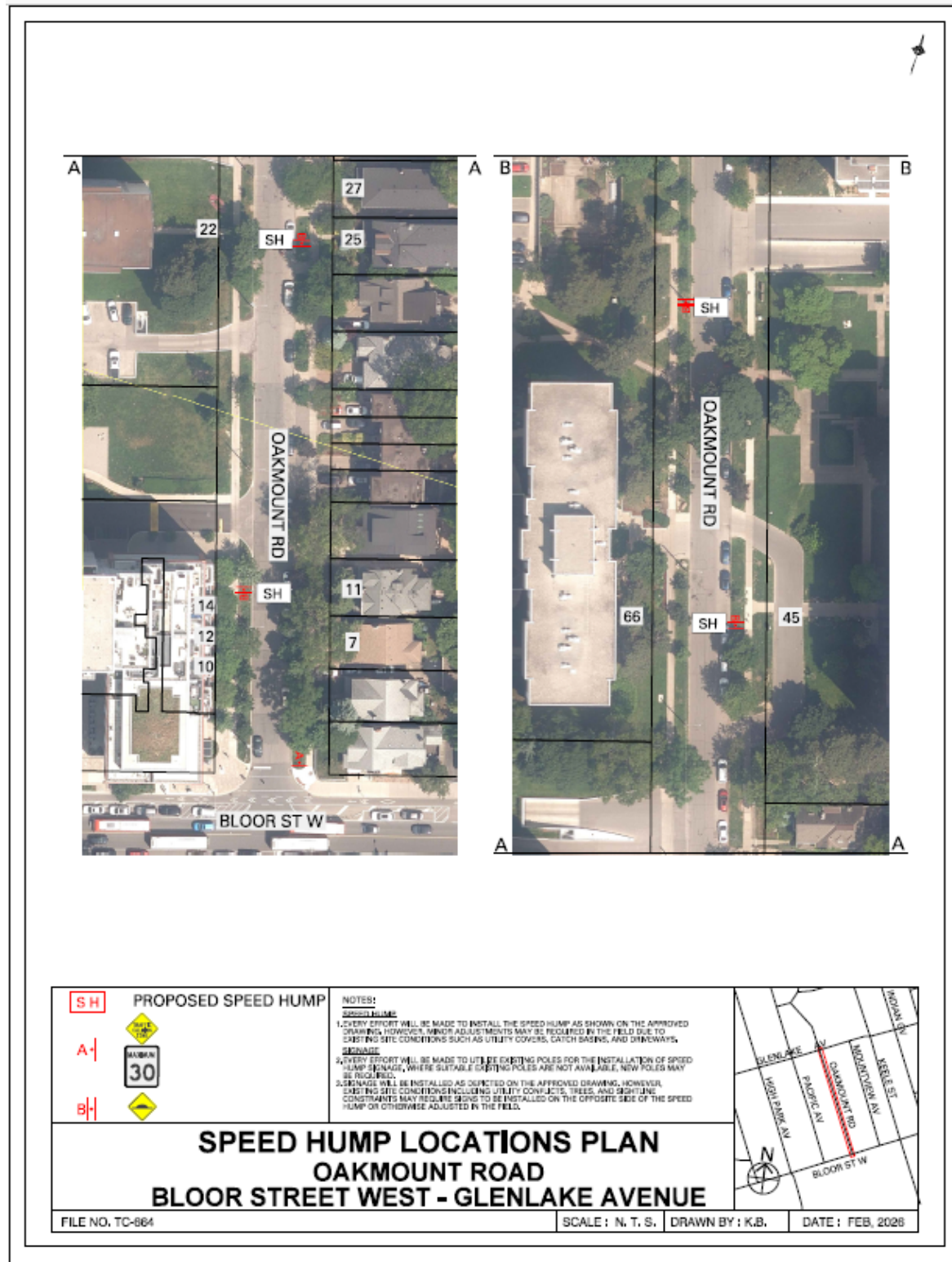
Attachment 12: Speed Hump Locations Plan - Humbercrest Boulevard, St. Mark's Road - St. John's Road



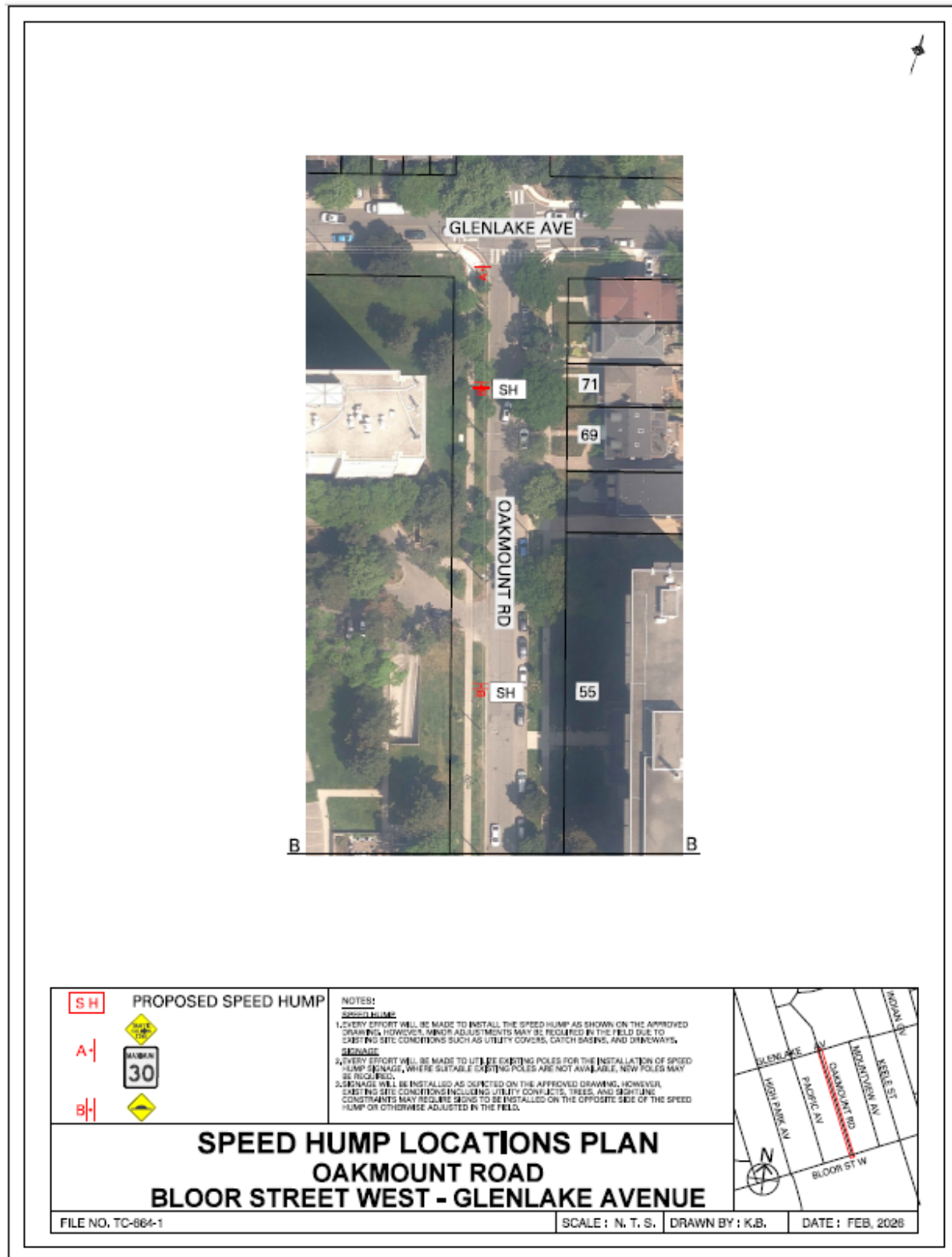
Attachment 13: Speed Hump Locations Plan - Indian Grove, Howard Park Avenue - Ridout Street



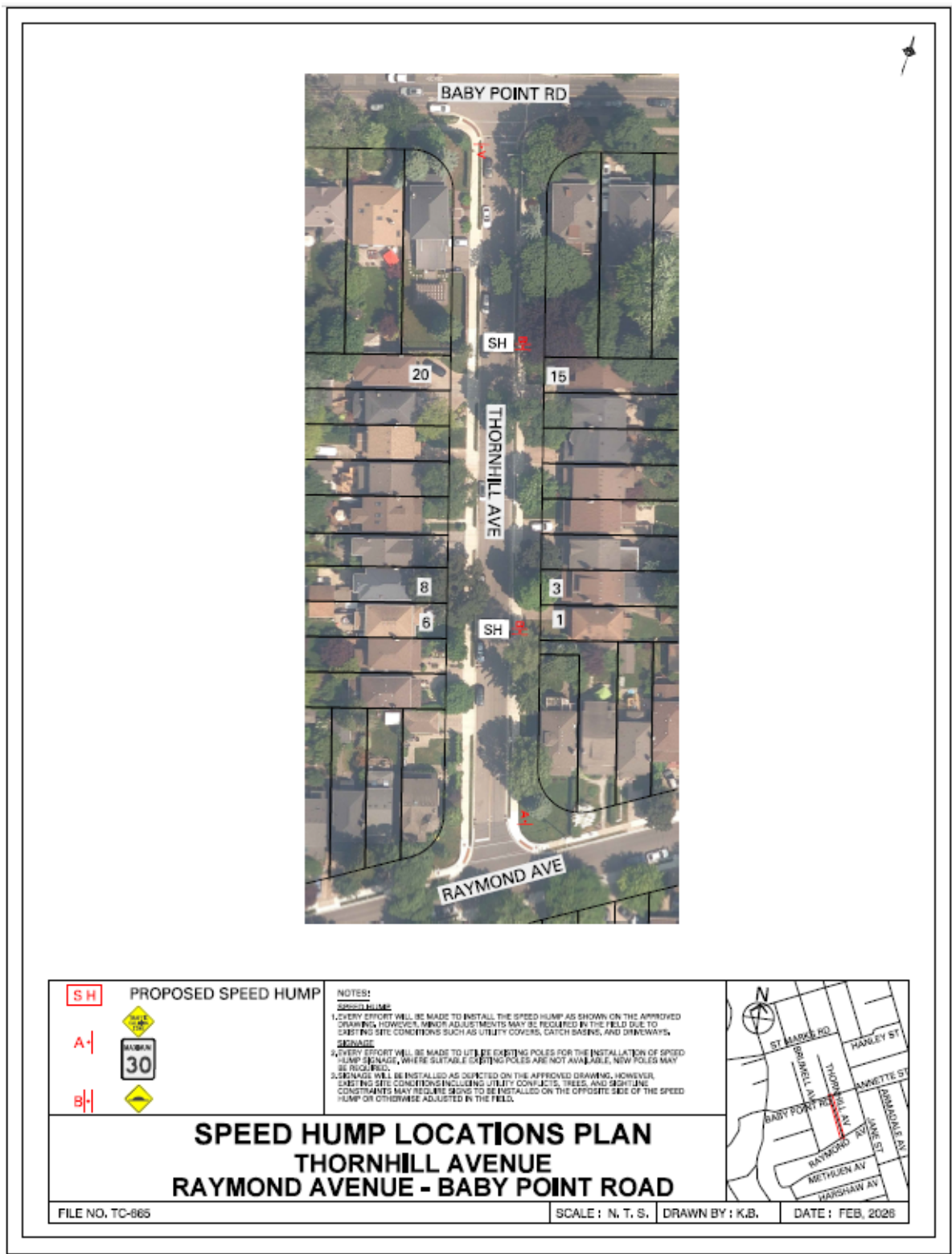
Attachment 14: Speed Hump Locations Plan - Oakmount Road, Bloor Street West - Glenlake Avenue (Matchline, see Drawing TC-664-1)



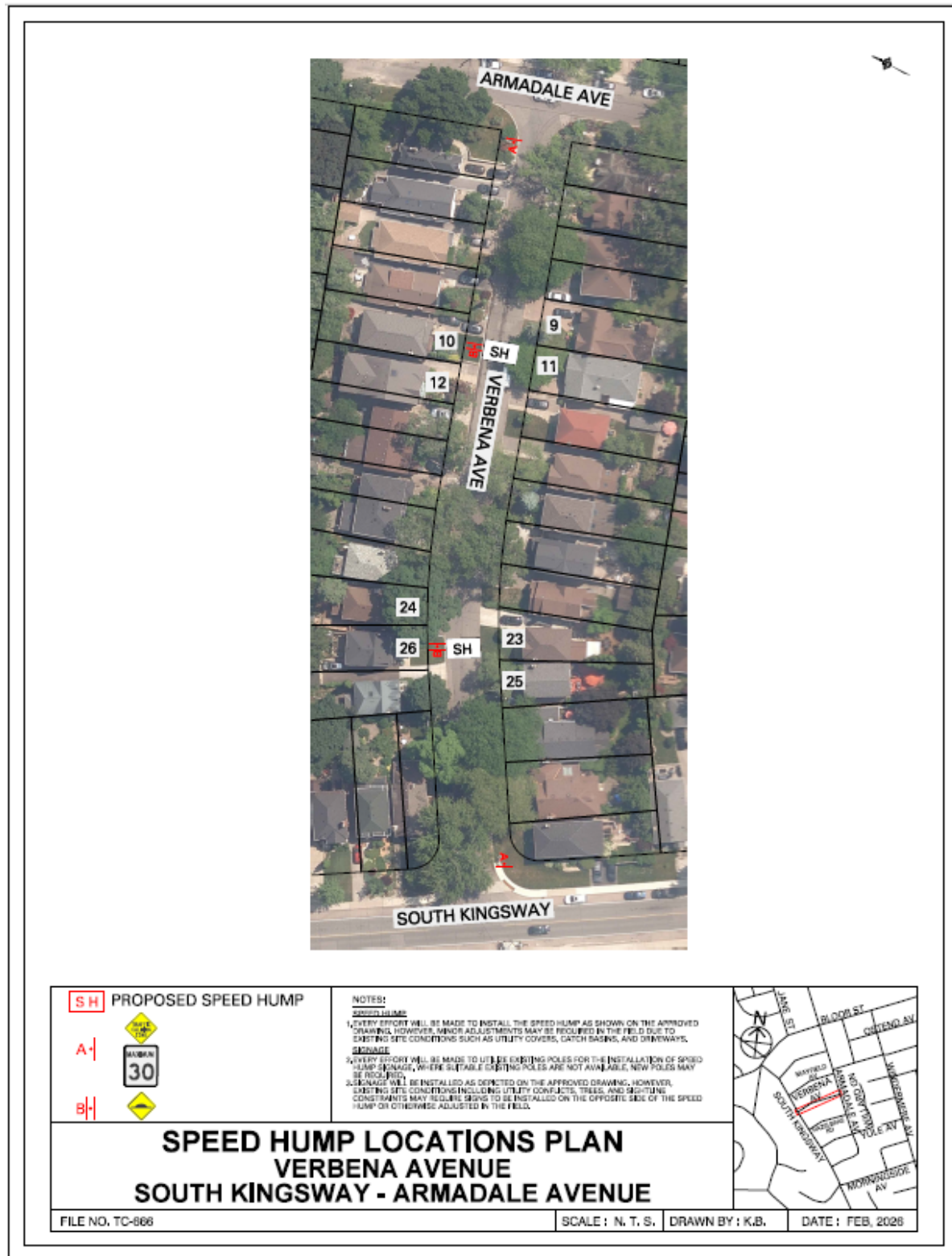
Attachment 15: Speed Hump Locations Plan - Oakmount Road, Bloor Street West - Glenlake Avenue



Attachment 16: Speed Hump Locations Plan - Thornhill Avenue, Raymond Avenue - Baby Point Road



Attachment 17: Speed Hump Locations Plan - Verbena Avenue, South Kingsway - Armadale Avenue



Attachment 18: Letter from Toronto Paramedic Services, dated March 11, 2026

Lory Dang

From: EMS Planning
Sent: March 11, 2026 10:23 AM
To: Lory Dang
Cc: EMS Planning
Subject: RE: Emergency Services Comments – Traffic Calming (Speed Humps) – Ward 4

Categories: Blue category

Hi Lory,

We have received and reviewed the proposal for installation of speed humps on the indicated roadways, with the following comments:

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

