

## **Traffic Calming (Speed Humps) - Broadbent Avenue**

**Date:** November 10, 2025

**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 has reviewed the need for speed humps on Broadbent Avenue, between Midland Avenue and Chillery Avenue. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Broadbent Avenue.

### **RECOMMENDATIONS**

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

1. Scarborough Community Council not authorize the installation of speed humps on Broadbent Avenue, between Midland Avenue and Chillery Avenue.

### **FINANCIAL IMPACT**

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There are no financial impacts resulting from the adoption of the recommendation in this report.

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of speed humps on Broadbent Avenue, the estimated cost of installing five speed humps is \$20,000.00. 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 Broadbent Avenue, between Midland Avenue and Chillery Avenue. The residents are concerned that motorists travel at a high rate of speed on Broadbent Avenue.

### **Existing Conditions**

Broadbent 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 approximately 8 metres
- The daily two-way traffic volume is approximately 700 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 this street

The land use in the area consists of single-family residential dwellings, as well as St. Joan of Arc Catholic Academy and Glen Ravine Junior Public School. Broadbent Avenue is not within a designated Community Safety Zone.

A map of the area and locations of the requested speed humps is included in Attachment 2.

### **Study Results**

In order for speed humps to be recommended on a street, the eligibility and warrant criteria as set out in the City of Toronto's Traffic Calming Policy must be satisfied. The eligibility criteria include the road classification, the presence of sidewalks, maximum traffic volume, the road grade and the impacts to emergency services and transit. The warrant criteria include the block length and the operating speeds. Details of the eligibility and warrant criteria are included in Attachment 1.

As part of the assessment of the warrant criteria, a three-day speed and volume study was conducted on Broadbent Avenue from January 7 to 9, 2025.

The study results on Broadbent Avenue disclosed the following:

- 24-hour total vehicle volume is approximately 700 vehicles
- The block length from Midland Avenue to Chillery Avenue is 360 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 34 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 38 km/h

Based on the study results, the warrant for traffic calming has satisfied the warrant criteria for minimum block length but has not satisfied the warrant criteria for minimum vehicle speeds. In order to meet the minimum speed warrant, the operating (85th percentile) speed must be a minimum of 8 km/h over the warranted speed limit or the 95th percentile speed needs to be a minimum of 15 km/h above the warranted speed limit. The operating speed was recorded at 34 km/h, which is four km/h under the required speed of 38 km/h. The 95th percentile speed of 38 km/h is seven km/h under the required speed of 45 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Broadbent Avenue.

### **Alternate Recommendations**

If, despite the findings above, Scarborough Community Council decides to proceed with installing speed humps on Broadbent Avenue, between Midland Avenue and Chillery Avenue, it may approve the following:

1. Scarborough Community Council authorize the installation of speed humps on Broadbent Avenue, between Midland Avenue and Chillery Avenue.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of five speed humps on Broadbent Avenue, between Midland Avenue and Chillery Avenue, generally as shown on Attachment 2, Drawing TC-XXX, dated October 2025, attached to the report titled "Traffic Calming (Speed Humps) - Broadbent Avenue " from the Director, Enforcement and Street Management, Transportation Services.

The estimated cost for installing five speed humps on Broadbent Avenue is \$20,000.00. The installation of speed humps on Broadbent Avenue would be subject to availability in Transportation Services 2026 Capital Budget and competing priorities.

### **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, 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. Broadbent Avenue, between Midland Avenue and Chillery Avenue, scored 26 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 3. Toronto Fire Services and Toronto Police Service has 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**

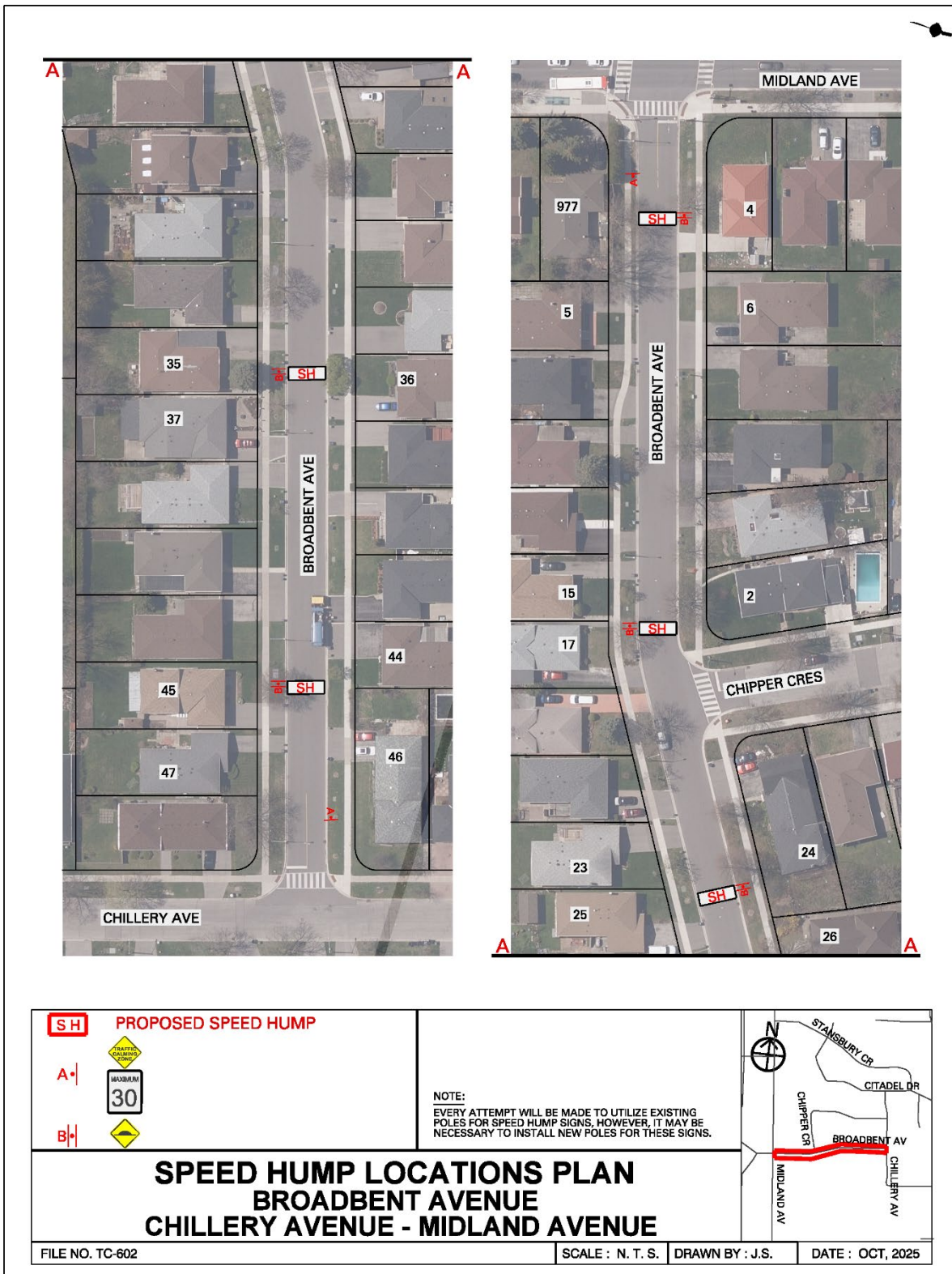
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- Attachment 1: Traffic Calming Warrant - Broadbent Avenue, between Midland Avenue and Chillery Avenue
- Attachment 2: Speed Hump Locations Plan - Broadbent Avenue, Chillery Avenue - Midland Avenue
- Attachment 3: Letter from Toronto Paramedic Services, dated April 15, 2025

Attachment 1: Traffic Calming Warrant - Broadbent Avenue, between Midland Avenue and Chillery 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 (360 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	No (4 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (8 km/h)

Attachment 2: Speed Hump Locations Plan - Broadbent Avenue, Chillery Avenue - Midland Avenue



## Attachment 3: Letter from Toronto Paramedic Services, dated April 15, 2025

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**From:** EMS Planning <emsplanning@toronto.ca>

**Sent:** April 15, 2025 7:26 AM

**To:** Alena Suslina <Alena.Suslina@toronto.ca>

**Cc:** Atif Sharif <Atif.Sharif@toronto.ca>; Jennifer Chung <Jennifer.Chung@toronto.ca>; EMS Planning <emsplanning@toronto.ca>

**Subject:** RE: Speed Humps - Broadbent Avenue between Midland Avenue and Chillery Avenue

*We have received and reviewed the proposal for installation of speed humps on Broadbent Avenue, between Midland Avenue and Chillery Avenue, with the following comments:*

*The installation of speed humps on Broadbent Avenue, between Midland Avenue and Chillery Avenue, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Broadbent Avenue, between Midland Avenue and Chillery Avenue, 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.*

