

Traffic Calming (Speed Humps) - Billings Avenue

Date: November 10, 2025

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 14, Toronto-Danforth

SUMMARY

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 Billings Avenue, between Athletic Avenue and Dundas Street East. The assessment indicates the warrant criteria as set out in the Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Billings Avenue.

RECOMMENDATIONS

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

1. Toronto and East York Community Council not authorize the installation of speed humps on Billings Avenue, between Athletic Avenue and Dundas Street East.

FINANCIAL IMPACT

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

If Toronto and East York Community Council amends the recommendation in this report and authorizes the installation of speed humps on Billings 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

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Billings Avenue, between Athletic Avenue and Dundas Street East. The residents are concerned that motorists travel at a high rate of speed on Billings Avenue.

Existing Conditions

Billings 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 approximately 8.6 metres
- The daily traffic volume is approximately 200 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided on this street
- There are sidewalks located on both sides of the street

The land use in the area consists of detached and semi-detached residential dwellings. This subject section of Billings 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 vehicle speed and volume study was conducted on Billings Avenue from June 17 to 19, 2025.

The study results on Billings Avenue disclosed the following:

- 24-hour total vehicle volume is 200 vehicles
- The block length from Athletic Avenue to Dundas Street East is 235 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 28 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 32 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 28 km/h, which is 10 km/h under the required speed of 38 km/h. The 95th percentile speed of 32 km/h is 13 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 Billings Avenue.

Alternate Recommendations

If, despite the findings above, Toronto and East York Community Council decides to proceed with installing speed humps on Billings Avenue, between Athletic Avenue and Dundas Street East, it may approve the following:

1. Toronto and East York Community Council authorize the installation of traffic calming (five speed humps) on Billings Avenue, between Athletic Avenue and Dundas Street East, generally as shown in Attachment 2, Drawing TC-610, dated October 2025, from the Director, Enforcement and Street Management, Transportation Services.

The estimated cost for installing five speed humps on Billings Avenue is \$20,000.00. The installation of speed humps on Billings 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 (speed humps) 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. Billings Avenue, between Athletic Avenue and Dundas Street East, scored nine ranking points out of a possible 100.

No alterations to parking regulations would be required, nor would the number of parking spaces be affected by the installation of speed humps. Installation of speed humps would 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.

Comments have not been received back at the time of writing this report from Toronto Police Service, Toronto Paramedic Services 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 recommendation in this report.

CONTACT

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SIGNATURE

Mike Barnet, P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Billings Avenue
Attachment 2: Speed Hump Locations Plan - Billings Avenue, Dundas Street East -
Athletic Avenue

Attachment 1: Traffic Calming Warrant - Billings 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)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	No (28 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (32 km/h)

Attachment 2: Speed Hump Locations Plan - Billings Avenue, Dundas Street East - Athletic Avenue

