

Traffic Calming (Speed Humps) - Fallingbrook Road

Date: February 2, 2026

To: Scarborough Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 20, Scarborough Southwest

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 Fallingbrook Road, between Queen Street East and Windsor Avenue. 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 Fallingbrook Road.

RECOMMENDATIONS

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

1. Scarborough Community Council not authorize the installation of speed humps on Fallingbrook Road, between Queen Street East and Windsor Avenue.

FINANCIAL IMPACT

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 Fallingbrook Road, 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 Interim 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 Fallingbrook Road, between Queen Street East and Windsor Avenue. The residents are concerned that motorists travel at a high rate of speed on Fallingbrook Road.

Existing Conditions

Fallingbrook Road is characterized by the following conditions:

- It is a two-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.6 metres
- The daily traffic volume is approximately 3,560 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided on this street
- There is sidewalk located only on the west side of the street

The land use in the area consists of single-family residential dwellings. This subject section of Fallingbrook Road 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 Fallingbrook Road from September 24 to 26, 2024.

The study results on Fallingbrook Road disclosed the following:

- 24-hour total vehicle volume is 3,560 vehicles
- The block length from Queen Street East to Windsor Avenue is 303 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 44 km/h

Based on the study results, the warrant for traffic calming was not met for the following reasons:

- Minimum speed: 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 40 km/h, which is 8 km/h under the required speed of 48 km/h. The 95th percentile speed of 44 km/h is 11 km/h under the required speed of 44 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 Fallingbrook Road.

Alternate Recommendations

If, despite the findings above, Scarborough Community Council decides to proceed with installing speed humps, and speed limit reduction on Fallingbrook Road, between Queen Street East and Windsor Avenue, it may approve the following:

1. Scarborough Community Council authorize the installation of traffic calming (five speed humps) on Fallingbrook Road, between Queen Street East and Windsor Avenue, generally as shown in Attachment 2, Drawing No. TC-633, dated January 2026 from the Director, Enforcement and Street Management, Transportation Services.
2. Subject to approval of Recommendations 1, Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Fallingbrook Road, between Queen Street East and Windsor Avenue.

The estimated cost for installing five speed humps on Fallingbrook Road is \$20,000.00. The installation of speed humps on Fallingbrook Road would be subject to availability in Transportation Services 2026 Interim 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. Fallingbrook Road, between Queen Street East and Windsor Avenue, scored 16 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.

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 Police Service and Toronto Fire Services have not provided 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 recommendation in this report.

CONTACT

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services
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SIGNATURE

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

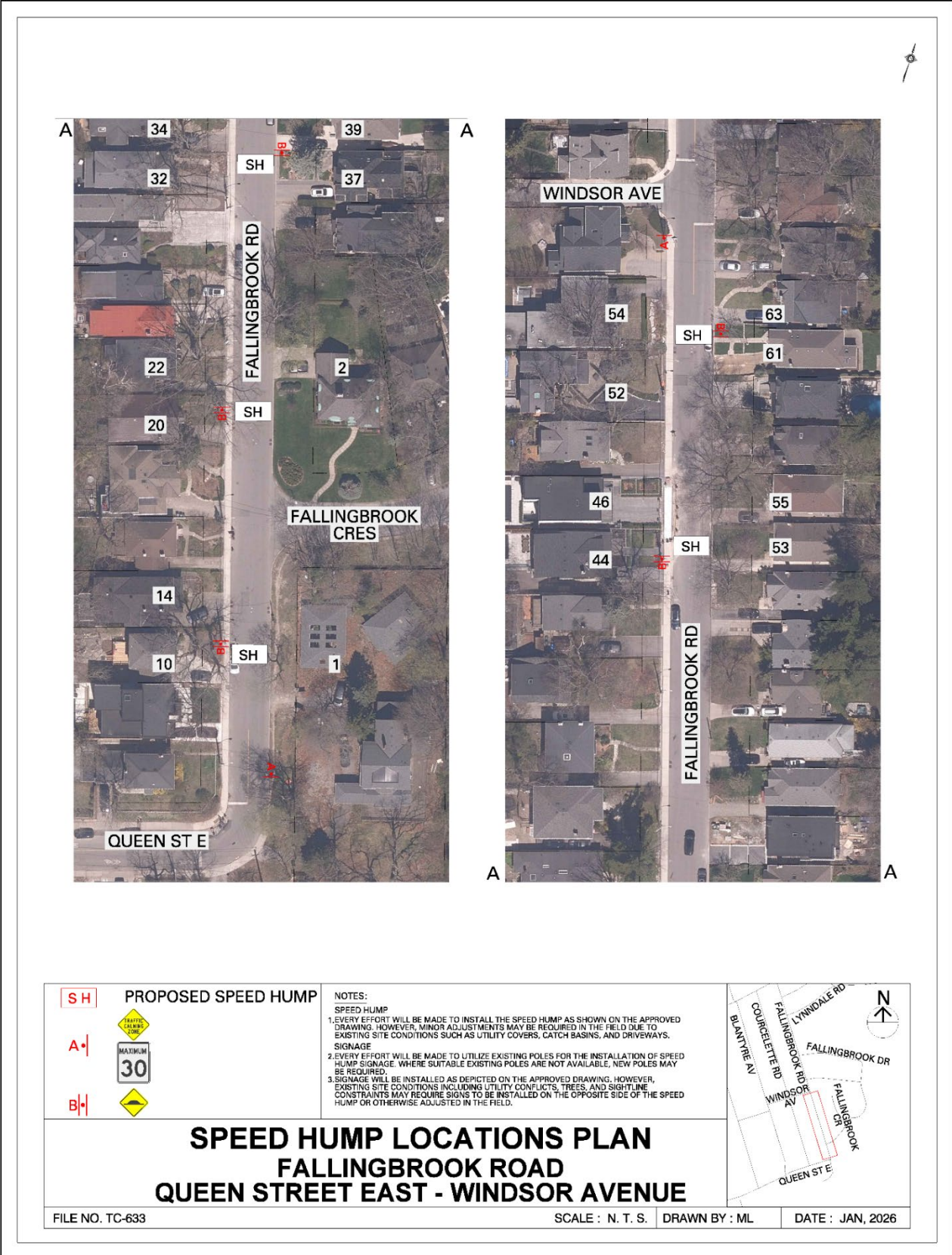
ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Fallingbrook Road
Attachment 2: Speed Hump Locations Plan - Fallingbrook Road
Attachment 3: Letter from Toronto Paramedic Services, dated January 2026

Attachment 1: Traffic Calming Warrant - Fallingbrook 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 303 m
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	No (40 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (44 km/h)

Attachment 2: Speed Hump Locations Plan - Fallingbrook Road



	PROPOSED SPEED HUMP	<p>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.</p>	
<p>SPEED HUMP LOCATIONS PLAN FALLINGBROOK ROAD QUEEN STREET EAST - WINDSOR AVENUE</p>			
<p>FILE NO. TC-633</p>		<p>SCALE : N. T. S. DRAWN BY : ML DATE : JAN, 2026</p>	

Attachment 3: Letter from Toronto Paramedic Services

Amir Ghanbari

From: EMS Planning
Sent: January 9, 2026 9:28 AM
To: Amir Ghanbari
Cc: Ian Attard; Atif Sharif; EMS Planning
Subject: RE: Traffic Calming Measures - Fallingbrook Rd (Ref: 12282395)

We have received and reviewed the proposal for installation of speed humps on Fallingbrook Road between Windsor Avenue and Queen Street East, with the following comments:

The installation of speed humps on Fallingbrook Road between Windsor Avenue and Queen Street 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 Fallingbrook Road between Windsor Avenue and Queen Street 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.

