

Traffic Calming (Speed Humps) - Fitzgibbon Avenue

Date: June 22, 2026

To: Scarborough Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 21, Scarborough Centre

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 Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection). Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Fitzgibbon Avenue.

RECOMMENDATIONS

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

1. Scarborough Community Council authorize the installation of traffic calming (nine speed humps) on Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection), generally as shown in Attachments 2 and 3, Drawing Nos. TC-724 and TC-724-1, dated May 2026, from the Director, Enforcement and Street Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing nine speed humps on Fitzgibbon Avenue is \$36,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2027 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 Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection). The residents are concerned that motorists travel at a high rate of speed on Fitzgibbon Avenue.

Existing Conditions

Fitzgibbon 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 8.5 metres
- The daily two-way traffic volume is approximately 950 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times between Lord Roberts Drive and Wainfleet Road
- 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 single-family residential. This subject section of Fitzgibbon 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 2 and 3.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Fitzgibbon Avenue from October 31, 2023, to November 2, 2023.

The study results on Fitzgibbon Avenue disclosed the following:

- 24-hour total vehicle volume is 950 vehicles
- The block length from Romulus Drive (north intersection) to Tara Avenue is 396 metres and from Tara Avenue to Lord Roberts Drive (north intersection) is 183 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 47 km/h

Based on the study results, Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection), has satisfied the warrant criteria for both minimum block lengths and minimum vehicle speed. The block lengths were greater than 120 metres, the operating speed is 13 km/h over the warranted speed of 30 km/h and the 95th percentile is 17 km/h over the warranted speed of 30 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Fitzgibbon Avenue.

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 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. Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection), scored 36 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 4. Toronto Police Service and Toronto Fire Services 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 recommendation in this report.

CONTACT

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services
416-396-3226, Dan.Clement@toronto.ca

SIGNATURE

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

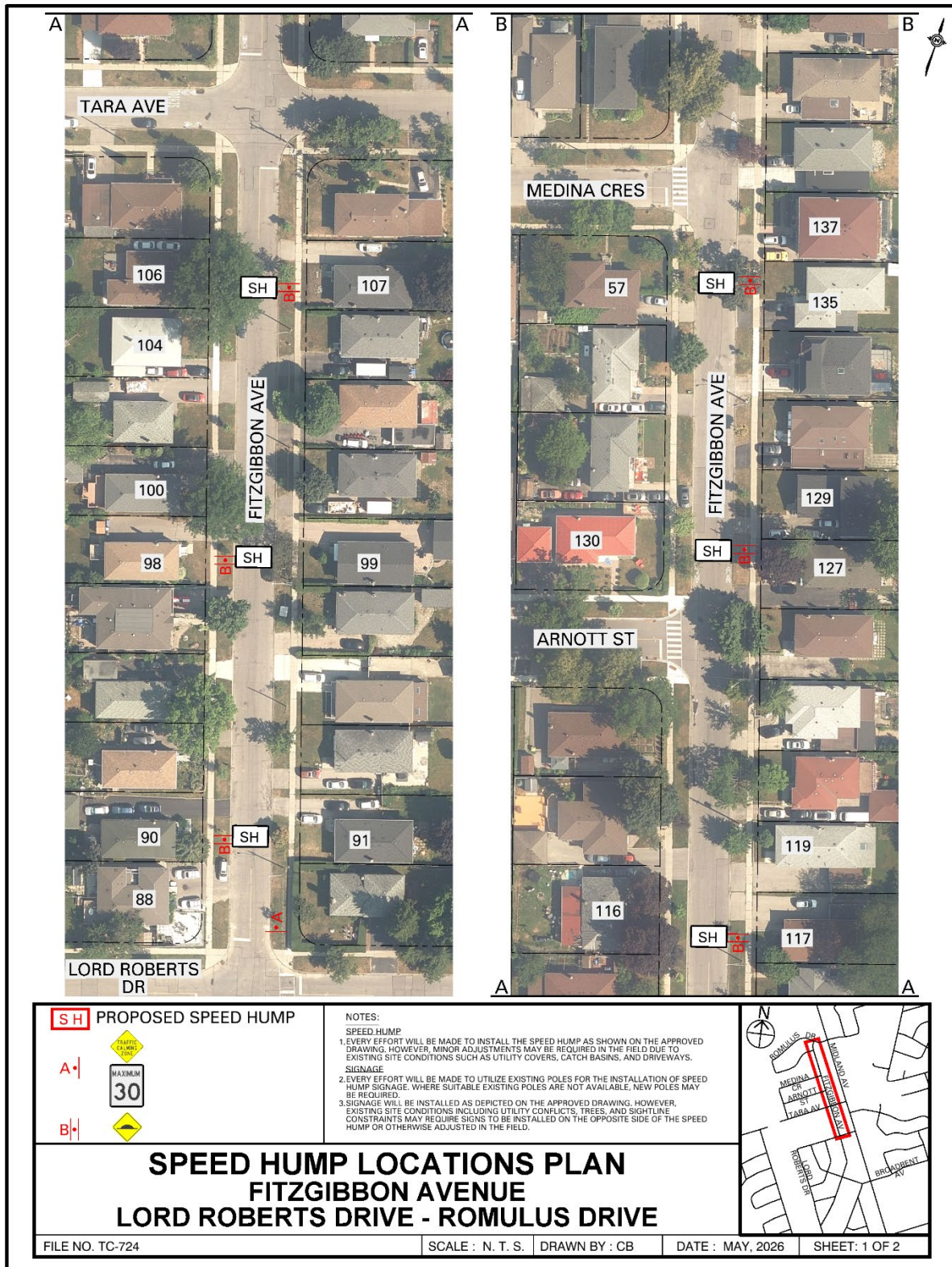
ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection)
Attachment 2: Speed Hump Locations Plan - Fitzgibbon Avenue, Lord Roberts Drive - Romulus Drive (Matchline, see drawing TC-724-1)
Attachment 3: Speed Hump Locations Plan - Fitzgibbon Avenue, Lord Roberts Drive - Romulus Drive
Attachment 4: Letter from Toronto Paramedic Services, dated May 26, 2026

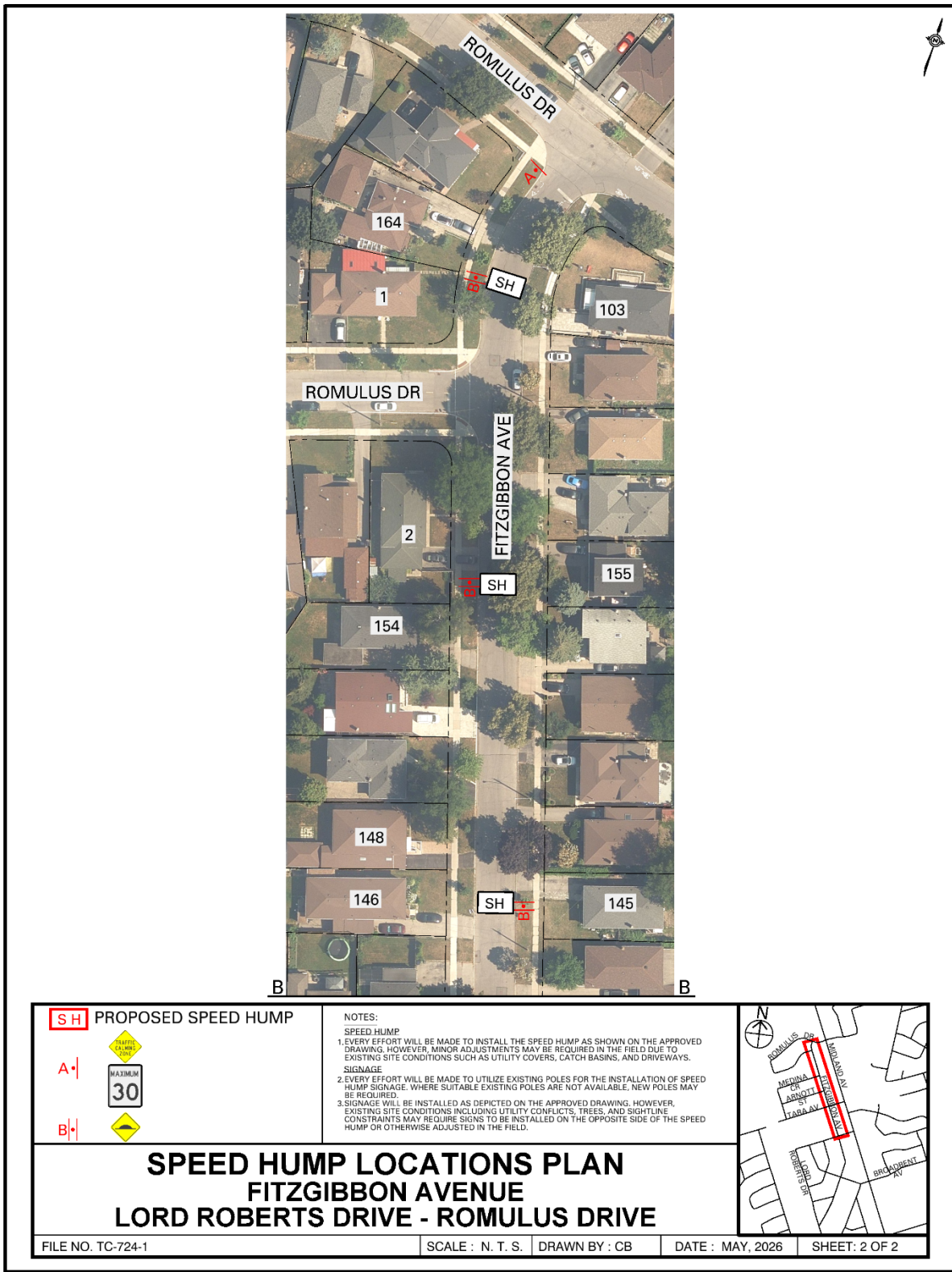
Attachment 1: Traffic Calming Warrant - Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection)

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 (396 m and 183 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 (17 km/h)

Attachment 2: Speed Hump Locations Plan - Fitzgibbon Avenue, Lord Roberts Drive - Romulus Drive (Matchline, see drawing TC-724-1)



Attachment 3: Speed Hump Locations Plan - Fitzgibbon Avenue, Lord Roberts Drive - Romulus Drive



Attachment 4: Letter from Toronto Paramedic Services, dated May 26, 2026

From: EMS Planning <emsplanning@toronto.ca>

Sent: May 26, 2026 1:20 PM

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

Cc: EMS Planning <emsplanning@toronto.ca>

Subject: RE: Speed Hump Installation On Fitzgibbon Avenue Between Romulus Drive (north intersection) And Lord Roberts Drive (north intersection)

Hi Alena,

We have received and reviewed the proposal for installation of speed humps on Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection), with the following comments:

The installation of speed humps on Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection), will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Fitzgibbon Avenue, between Romulus Drive (north intersection) and Lord Roberts Drive (north intersection), 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.

