

## **Traffic Calming (Speed Humps) - Poplar Plains Crescent**

**Date:** June 5, 2019  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Traffic Management, Transportation Services  
**Wards:** Ward 12, Toronto-St. Paul's

### **SUMMARY**

---

This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City Policy or by-laws.

Transportation Services staff have reviewed the need for traffic calming, specifically speed humps, on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, to address residents' concerns regarding vehicle speeds. Our assessment indicates the criteria as set out in the Traffic Calming Policy has not been satisfied. Therefore, traffic calming should not be installed on the subject section of Poplar Plains Crescent.

### **RECOMMENDATIONS**

---

The Acting Director, Traffic Management, Transportation Services, recommends that:

1. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue.

### **FINANCIAL IMPACT**

---

There is no financial impact resulting from the adoption of the recommendation in this report.

## **DECISION HISTORY**

---

This report addresses a new initiative.

## **COMMENTS**

---

### **Existing Conditions**

Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, is a local road that operates with two-way traffic. It has a posted speed limit of 30 km/h and an average daily two-way traffic volume of approximately 790 vehicles. The pavement width on Poplar Plains Crescent is approximately 8.6 metres, and there are sidewalks provided on both sides of the road. Heavy vehicles are prohibited at all times. There is no TTC service provided on Poplar Plains Crescent.

### **Analysis**

Transportation Services conducted mid-block speed and volume studies on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, in April 2017.

The study findings were assessed against the City of Toronto Traffic Calming Policy and it was found that Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, does not satisfy the installation criteria for traffic calming devices. It should be noted that the study is based on the warranted speed limit of 40 km/h.

The warrant was not met based on the following criteria:

- **Minimum Speed:** The operating speed (also known as the 85th percentile speed and the speed at which 85 percent of vehicles travel at, or below) of 44 km/h is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria; and
- **Minimum Volume:** The average daily traffic volume of 790 vehicles is less than the required minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, is not warranted.

A review of Toronto Police Services collision records for the three-year period ending December 31, 2018 did not disclose any reported collisions on the subject section of Poplar Plains Crescent attributed to speeding.

Appendix A entitled "Traffic Calming Warrant Criteria (Poplar Plains Crescent between Avenue Road and Rathnelly Avenue)" outlines the results of our assessment for Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue.

## **Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council recommends installing speed humps on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, it may approve the following:

"That the Toronto and East York Community Council:

1. Direct the Acting Director, Traffic Management, Transportation Services, request the City Clerk to poll eligible householders on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

2. Subject to favourable results of the poll:

(a) The installation of speed humps on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue be authorized; and

(b) The City Solicitor be directed to prepare a by-law to alter sections of the roadway on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, for traffic calming purposes, generally as shown on the copy of 'Drawing No. 421G-3403, dated May 2019', attached to the report entitled 'Traffic Calming (Speed Humps) - Poplar Plains Crescent' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing three-speed humps on Poplar Plains Crescent is \$12,000. The installation of speed humps on Poplar Plains Crescent would be subject to availability in Transportation Services 2020 Capital Funding and competing priorities.

## **Conduct Poll**

The City of Toronto's Traffic Calming Policy stipulates that residents who would be directly affected by installing speed humps on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, be formally polled. A minimum response of 50 percent plus one ballot is required (25 percent in Community Safety Zone), of which at least 60 percent of the respondents must support installing speed humps in order to proceed with the installation. Should Toronto and East York Community Council approve the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue. If the poll supports the speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

More recently, as part of a report presented at the Council meeting on May 22, 2018 entitled "Next Steps on Traffic Safety Measures", a motion was approved such that Community Councils also have the authority to waive petition and polling requirements for traffic calming measures. As such, this option is also available to Community Council.

### **Relative Priority and Other Impacts**

Relative need and priority of speed hump installation is based on a technical assessment of traffic volume, vehicle speed percentages, speed-related collisions, and the presence of schools, parks, seniors' residences or bicycle routes. Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, scored 8 ranking points out of a possible 100.

No alterations to parking regulations are required, nor would 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.

Speed humps will result in slower operating speeds for all vehicles, including emergency services, and could result in increased response times in the event of an emergency.

### **Emergency Services Comments**

Consultation with emergency services (Toronto Police Services, 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. Toronto Paramedic Services provided their comments in the attached letter, dated May 18, 2017. Toronto Fire Services provided their comments in the attached letter, dated August 9, 2017. Comments have not yet been received from Toronto Police Services.

Councillor Josh Matlow has been advised of the recommendation of this staff report.

## **CONTACT**

---

Shawn Dillon  
Manager, Traffic Operations (Area 1)  
Traffic Management  
Transportation Services  
Telephone: (416) 397-5021  
Fax: (416) 392-1920  
E-mail: [Shawn.Dillon@toronto.ca](mailto:Shawn.Dillon@toronto.ca)

## **SIGNATURE**

---

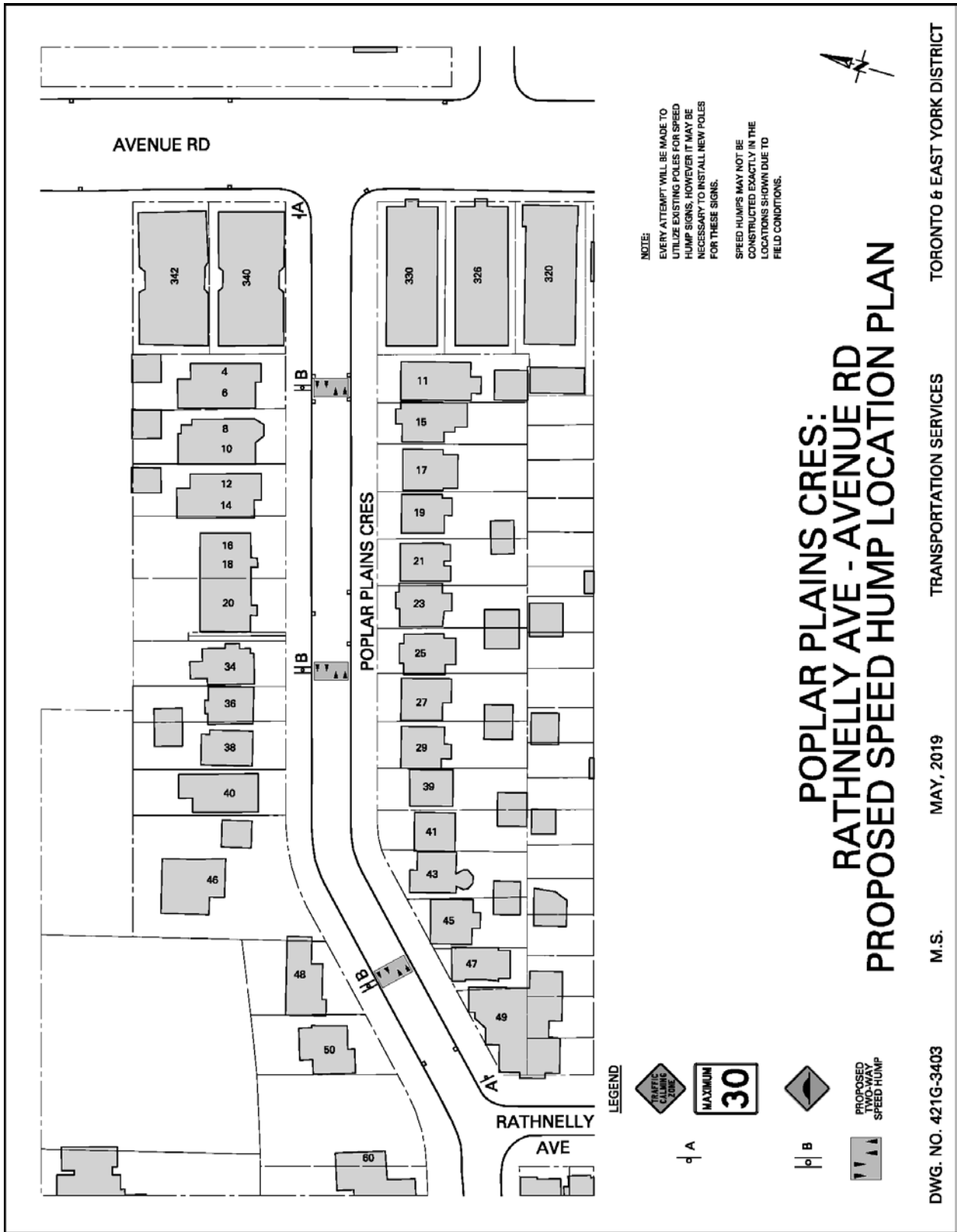
Roger Browne, M.A.Sc., P.Eng.,  
Acting Director,  
Traffic Management  
Transportation Services

## **ATTACHMENTS**

---

1. Drawing No. 421G-3403, dated May 2019
2. Appendix A - Traffic Calming Warrant Criteria  
(Poplar Plains Crescent between Avenue Road and Rathnelly Avenue)
3. Appendix B - Letter from Toronto Paramedic Services, dated May 18, 2017
4. Appendix C - Letter from Toronto Fires Services, dated August 9, 2017

P:\2019\Cluster B\Tra\Toronto and East York\Top\Ts2019167te.top.doc – mb



**NOTE:**  
 EVERY ATTEMPT WILL BE MADE TO  
 UTILISE EXISTING POLES FOR SPEED  
 HUMP SIGNS, HOWEVER IT MAY BE  
 NECESSARY TO INSTALL NEW POLES  
 FOR THESE SIGNS.

SPEED HUMPS MAY NOT BE  
 CONSTRUCTED EXACTLY IN THE  
 LOCATIONS SHOWN DUE TO  
 FIELD CONDITIONS.

# POPLAR PLAINS CRES: RATHNELLY AVE - AVENUE RD PROPOSED SPEED HUMP LOCATION PLAN



DWG. NO. 421G-3403

M.S.

MAY, 2019

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT

**Appendix A**  
**Traffic Calming Warrant Criteria**  
(Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue)

Warrant	Criterion	Requirement	Met/Not Met
Warrant 1 Petition	1.1 Petition	A petition requesting traffic calming must be signed by at least 25% of households on the street.  <b>OR</b> A direct request from the Ward Councillor.  Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.	Met – Request from Councillor Matlow's office
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – There should be no traffic spill-over to adjacent streets
Warrant 2	2.1 Sidewalks	Continuous sidewalks on at least one side of the street (both sides for collector streets or higher classification).  <b>OR</b> Where there are no sidewalks, the installation of sidewalk on at least one side of the street must have first been considered.	Met – Continuous sidewalk on both sides of Poplar Plains Crescent
Safety Requirements  (all three criteria must be fulfilled to satisfy this Warrant)	2.2 Road Grade	Road grade 5% or less  <b>OR</b> Between 5% and 8% road grade may be considered. Investigation must determine installation to be safe.	Met – The road grade on Poplar Plains Crescent is less than 5%
	2.3 Emergency Response	No significant Impacts on Emergency Services - as determined in consultation with Emergency Services (Fire, Ambulance and Police) staff.	Comments requested from Toronto Fire, Paramedic and Police Services
Warrant 3	3.1 Minimum Speed	85 <sup>th</sup> percentile speed is a minimum of 10 km/h (but less than 15 km/h) over a warranted 40 km/h speed limit, and the traffic volume requirements of Warrant 3.2 must be fulfilled.  <b>OR</b> On streets where the 85 <sup>th</sup> percentile speed exceeds a warranted 40 km/h speed limit by a minimum of 15 km/h, there is no minimum volume required in warrant 3.2.	Not Met – Speed studies on Poplar Plains Crescent show 85 <sup>th</sup> percentile speeds of 44 km/h
Technical Requirements	3.2 Min. and Max. traffic Volume	Local Roads Traffic volume between 1,000 Veh/day and 8,000 Veh/day	Collector Roads Traffic volume between 2,500 Veh/day and 8,000 Veh/day
	3.3 Minimum Street Segment Length between stop controls	Street segment length must exceed 120 metres between stop controls (signals or stop signs)	Met – Poplar Plains Crescent, between Avenue Road and Rathnelly Avenue, is about 211 metres in length
	3.4 Transit Service	Impacts on regularly scheduled Toronto Transit Commission (TTC) services will not be significant (as determined in consultation with TTC staff)	Met – No TTC service on Poplar Plains Crescent

Gord McEachen, Acting Chief

Toronto Paramedic Services  
Program Development & Service Quality  
4330 Dufferin Street  
Toronto, Ontario M3H 5R9

Tel: 416-397-0780  
Fax: 416-696-3603  
Dawn.Ainsworth@toronto.ca  
www.toronto.ca

May 18, 2017

Dennis Gravador  
Traffic Operations  
Transportation Services

**Re: Traffic Calming Measures – on Poplar Plains Road between Avenue Road and Rathnelly Avenue – Evaluation for the installation of traffic calming measures (i.e. Speed Humps).**

Dear Mr. Gravador,

I have received and reviewed the proposal for installation of speed humps on Poplar Plains Road between Avenue Road and Rathnelly Avenue. I have the following comments:

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 neighborhood and we endeavor to support the wishes of the community to implement measures to improve upon these components.

As documented in the Traffic Calming Policy, Toronto Paramedic Services has concerns regarding the usage of traffic calming measures, specifically vertical obstacle measures such as speed humps. These have a negative impact on emergency call response times, travel times to hospital and on patient comfort during transport. This delay is cumulative with each obstacle and can directly impact patient outcome.

In addition to concern for patient outcome and safety it is noted that this proposal does not meet the Warrant Criteria as set out in the Policy. Therefore, Toronto Paramedic Services is opposed to the installation of traffic calming devices Poplar Plains Road between Avenue Road and Rathnelly Avenue. It is important that the applicant fully understands the potential for delay in emergency response and that alternatives to vertical measures be considered and evaluated.

Yours truly,



Dawn Ainsworth  
Superintendent, Toronto Paramedic Services  
Planning, Special Events & Emergency Management

August 9, 2017

Dennis Gravador  
Engineering Technologist Technician  
Transportation Services  
Toronto & East District

**RE: Poplar Plains Road, between Avenue Road and Rathnelly Avenue - Evaluation for installation of traffic calming devices.**

I am in receipt of the proposal for installation of traffic calming measures (speed humps) and provide the following comments.

Toronto Fire Services is supportive of initiatives that will improve safety for citizens of, and visitors to the City of Toronto. Our concern is that the physical calming measures being proposed may have negative impact on emergency response to the area.

Fire Services is opposed to this speed hump installation as they will slow our responding vehicles and affect service delivery in the quickest possible manner. The effectiveness of our services is greatly impacted by time. The vertical restrictions imposed by a speed hump have a much greater effect on large fire vehicles than smaller passenger vehicles. Response time increase with every obstacle a fire vehicle encounters on route to an emergency incident. Although the increase at each hump may only be seconds, the cumulative impacts can be a significant amount of time.

It is imperative that the individuals directly affected by this installation be made fully aware of the potential negative effects of the proposed calming device. Careful consideration must be given to accepting delays of emergency response vehicles as a compromise to combat the risks presented by all vehicular traffic.

Fire Services recommends that non-physical measures (speed limits or prohibited turns) be implemented and evaluated before physical forms are considered. Desired results may be obtained without imposing a physical obstruction to emergency vehicles.

Regards,

Terry Bruining  
Captain, Emergency Planning  
Toronto Fire Services