

## **Traffic Calming (Speed Humps) – Lippincott Street**

Date: August 20, 2020  
To: Toronto and East York Community Council  
From: Acting Director, Traffic Management, Transportation Services  
Wards: Ward 11, University - Rosedale

### **SUMMARY**

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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 on Lippincott Street, between College Street and Ulster Street, to address residents' concerns regarding the speed of vehicles. 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 Lippincott Street, between College Street and Ulster Street.

### **RECOMMENDATION**

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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 Lippincott Street, between College Street and Ulster Street.

### **FINANCIAL IMPACT**

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

### **DECISION HISTORY**

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This report addresses a new initiative.

## COMMENTS

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Transportation Services was requested by Councillor Mike Layton to report on the feasibility of installing traffic calming measures on Lippincott Street, between College Street and Ulster Street, to address residents' concerns regarding the speed of vehicles.

Lippincott Street, is a local road that operates one-way (southbound), between College Street and Ulster Street. This roadway has a regulatory speed limit of 30 km/h and an average daily traffic volume of about 745 vehicles. The pavement width on Lippincott Street is approximately 7.3 metres and sidewalks are provided on both sides of the road. There is no TTC service provided on Lippincott Street.

### Analysis

Transportation Services conducted mid-block speed and volume studies on Lippincott Street, between College Street and Ulster Street, from January 21 to January 23, 2020.

The study findings were assessed against the City of Toronto's Traffic Calming Policy and it was found that Lippincott Street, between College Street and Ulster Street, 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 39 km/h is less than the required minimum of 10 km/h over the warranted speed limit to satisfy the traffic calming installation criteria.
- **Minimum Volume:** The average daily traffic volume recorded was approximately 745 vehicles, between College Street and Ulster Street. This volume is below the minimum of 1,000 vehicles per day needed to satisfy the traffic calming installation criteria.

Therefore, the installation of traffic calming on Lippincott Street, between College Street and Ulster Street, is not warranted.

A review of Toronto Police Service collision records for the three-year period ending February 29, 2020 did not disclose any reported collisions on the subject section of Lippincott Street attributed to speeding.

Appendix A entitled "Table 1: Traffic Calming Warrant Criteria" outlines the results of our assessment for Lippincott Street, between College Street and Ulster Street.

## **Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council recommends installing traffic calming on Lippincott Street, between College Street and Ulster Street, it may approve the following:

"That the Toronto and East York Community Council:

1. Direct the Acting Director of Traffic Management, Transportation Services, request the City Clerk to poll eligible householders on Lippincott Street, between College Street and Ulster Street, 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) Authorize the installation of speed humps on Lippincott Street, between College Street and Ulster Street; and

(b) Direct the City Solicitor to prepare a by-law to alter the roadway on Lippincott Street, between College Street and Ulster Street, for traffic calming purposes, generally as shown on the copy of Drawing No. 421G-3775, dated August 2020, attached to the report entitled 'Traffic Calming (Speed Humps) – Lippincott Street' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing six speed humps on Lippincott Street is \$ 24,000.00. The installation of speed humps on Lippincott would be subject to availability in Transportation Services 2021 Capital Funding estimates and competing priorities.

## **Conduct Poll**

The City of Toronto's Traffic Calming Policy stipulates the option that residents who would be directly affected by installing speed humps 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 the Toronto and East York Community Council adopt the alternate recommendations outlined above, Transportation Services would request a poll of eligible residents on Lippincott Street, between College Street and Ulster Street. If the poll supports the installations of speed humps, Transportation Services would schedule installation based on relative need, competing priorities and funding availability.

More recently, City Council, at its meeting held on May 22, 23, and 24, 2018, adopted as amended item PW29.6 entitled "Next Steps on Traffic Safety Measures", and, in so doing, authorized Community Councils 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. Lippincott Street, between College Street and Ulster Street, scored 32.45 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 service vehicles, and could result in increased response times in the event of an emergency.

### **Emergency Service Comments**

Consultation with emergency services (Police, Fire and Paramedic Services) is required to ensure that the design and layout of a traffic calming proposal does not unduly affect their operations. Toronto Fire Services provided their comments in the attached letter dated July 15, 2020 (Appendix B.) Comments have not yet been received from Toronto Paramedic Services or the Toronto Police Service.

Councillor Mike Layton has been advised of the recommendation in this staff report.

## **CONTACT**

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## **SIGNATURE**

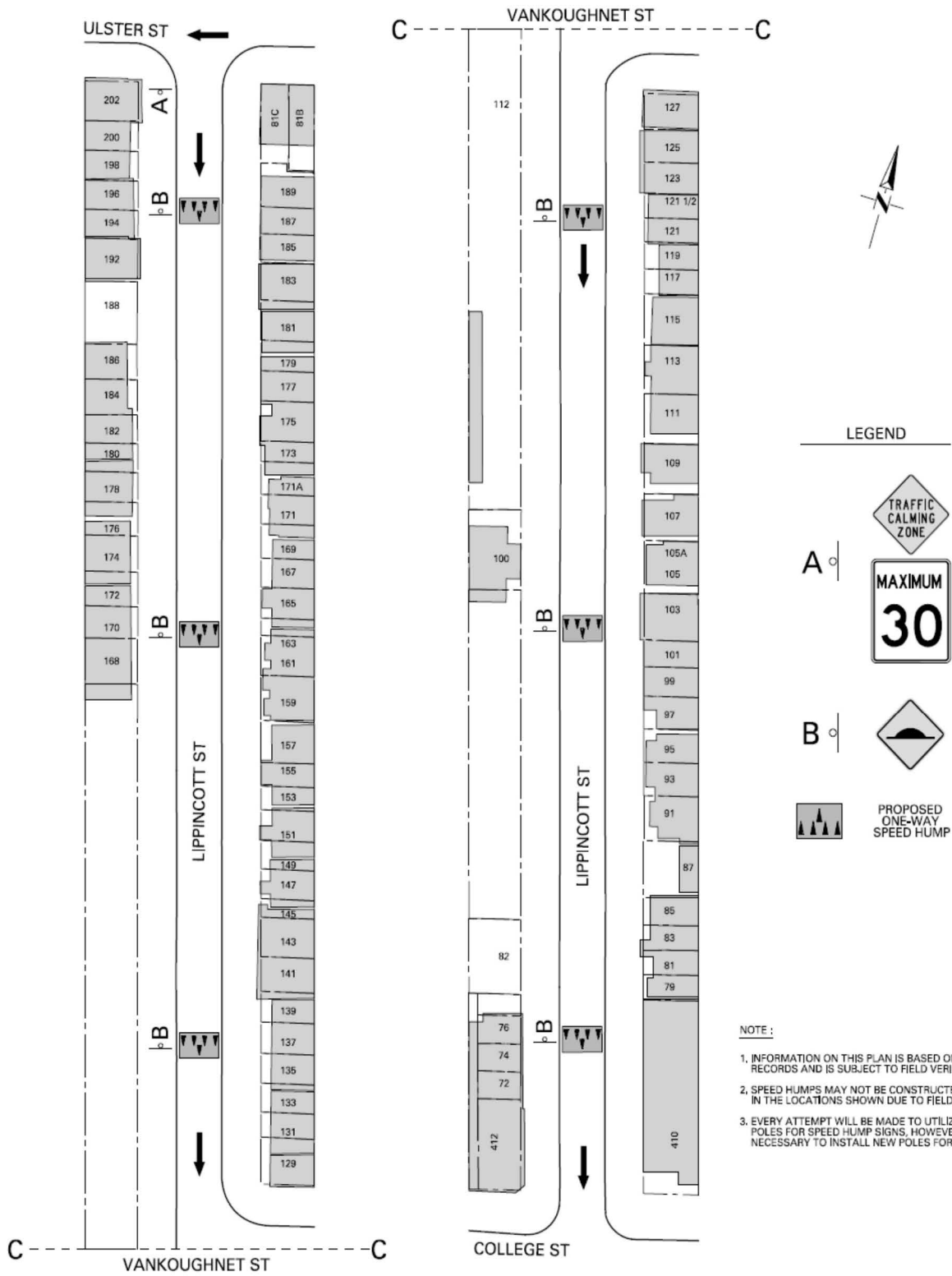
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Roger Browne, M.A.Sc., P.Eng.,  
Acting Director,  
Traffic Management  
Transportation Services

## **ATTACHMENTS**

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1. Drawing No. 421G-3775, dated August 2020
2. Appendix A - Table 1: Traffic Calming Warrant Criteria –  
Lippincott Street, between College Street and Ulster Street
3. Appendix B - Letter from Toronto Fire Services, dated July 15, 2020



LEGEND

A ◯

TRAFFIC CALMING ZONE

MAXIMUM 30

B ◯

PROPOSED ONE-WAY SPEED HUMP

- NOTE :
1. INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.
  2. SPEED HUMPS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS.
  3. EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER IT MAYBE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

## LIPPINCOTT ST - ULSTER ST TO COLLEGE ST: PROPOSED SPEED HUMP LOCATIONS PLAN

## Appendix A

### Table 1: Traffic Calming Warrant Criteria

Lippincott Street between Ulster Street and College Street

Warrant	Criterion	Requirement	Met/Not Met
<b>Warrant 1</b> 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.  <b>Warrants #2 and #3 will not be considered until Warrant #1 is satisfied.</b>	Met – Request to investigate by Councillor Mike Layton/Petition (SR# 9777853)
Impacts to Adjacent Streets		No significant traffic impacts on adjacent streets	Met – There should be no traffic spill-over to adjacent streets
<b>Warrant 2</b>  Safety Requirements  (all three criteria must be fulfilled to satisfy this Warrant)	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 – There are sidewalks present on east and west sides of road
	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 Hallam Street 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
<b>Warrant 3</b>  Technical Requirements  (all four criteria must be fulfilled to satisfy this warrant)	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 Lippincott Street 85 <sup>th</sup> percentile speeds of 39 km/h
	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 – Lippincott Street between Ulster Street and College Street, is about 375 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 Lippincott Street

## Appendix B



Tracy Cook  
Deputy City Manager

Emergency Management  
Health and Safety

Fire Services  
75 Toronto Drive  
Toronto, Ontario

Tel: 416-338-9512  
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July 15, 2020

Rehan Shakeel  
Engineering Technologist Technician  
Transportation Services

**RE: Lippincott Street, between College Street and Ulster Street - Evaluation for installation of traffic calming devices.**

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

Fire Services is not in support of this proposed speed hump installation as it may negatively impact delivery of service. The physical restriction imposed by a speed hump has a much greater impact on large fire vehicles. Response time increases with every obstacle encountered on route to any emergency incident and the cumulative impact of several speed humps can be a significant amount of time.

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

Fire Services would recommend that non-physical measures (reduce speed limits or prohibited turns) be considered before physical measures are implemented. Desired results may be obtainable without imposing a physical obstruction to emergency vehicles.

Regards,

Terry Bruining  
Emergency Planning  
Toronto Fire Services