

## **Traffic Calming (Speed Humps) - Lippincott Street, between Harbord Street and Ulster Street**

**Date:** May 20, 2025

**To:** Toronto and East York Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 11, University-Rosedale

### **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 Lippincott Street, between Harbord Street and Ulster Street. The assessment indicates the warrant criteria as set out in the updated Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Lippincott Street.

### **RECOMMENDATIONS**

---

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council not authorize the installation of speed humps on Lippincott Street, between Harbord Street and Ulster Street.

### **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 Lippincott Street, the estimated cost of installing three speed humps is \$12,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2025 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 Lippincott Street, between Harbord Street and Ulster Street. The residents are concerned that motorists travel at a high rate of speed on Lippincott Street.

### **Existing Conditions**

Lippincott Street is characterized by the following conditions:

- It is a one-lane, north-south, local roadway
- It operates one-way northbound traffic on a pavement width of approximately 6.7 metres
- The daily one-way traffic volume is approximately 600 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 Lippincott Street 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 updated 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 Lippincott Street from April 22 to April 24, 2025.

The study results on Lippincott Street disclosed the following:

- 24-hour total vehicle volume is approximately 600 vehicles
- The block length from Harbord Street to Ulster Street is approximately 190 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 37 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 40 km/h

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

- **Minimum speed:** The operating speed must be a minimum of 8 km/h over the warranted speed limit. The operating speed of 37 km/h is 1 km/h under the required speed of 38 km/h. The 95th percentile speed must be a minimum of 15 km/h over the warranted speed limit. The 95th percentile speed of 40 km/h is 5 km/h under the required speed of 45 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has not been satisfied. Therefore, staff do not recommend the installation of speed humps on Lippincott Street.

### **Alternate Recommendations**

If, despite the findings above, Toronto and East York Community Council decides to proceed with installing speed humps on Lippincott Street, between Harbord Street and Ulster Street, it may approve the following:

1. Toronto and East York Community Council authorize the installation of speed humps on Lippincott Street, between Harbord Street and Ulster Street.
2. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of three speed humps on Lippincott Street, between Harbord Street and Ulster Street, generally as shown on Attachment 2, Drawing TC-500 dated April 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Lippincott Street, between Harbord Street and Ulster Street" from the Director, Traffic Management, Transportation Services.

The estimated cost for installing three speed humps on Lippincott Street is \$12,000.00. The installation of speed humps on Lippincott Street would be subject to availability in Transportation Services 2025 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 cyclist
- 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. Lippincott Street, between Harbord Street and Ulster Street, scored 25 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 (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 Fire Services and Toronto Police Service 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  
416-397-5021, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

---



for

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

## **ATTACHMENTS**

---

Attachment 1: Traffic Calming Warrant - Lippincott Street

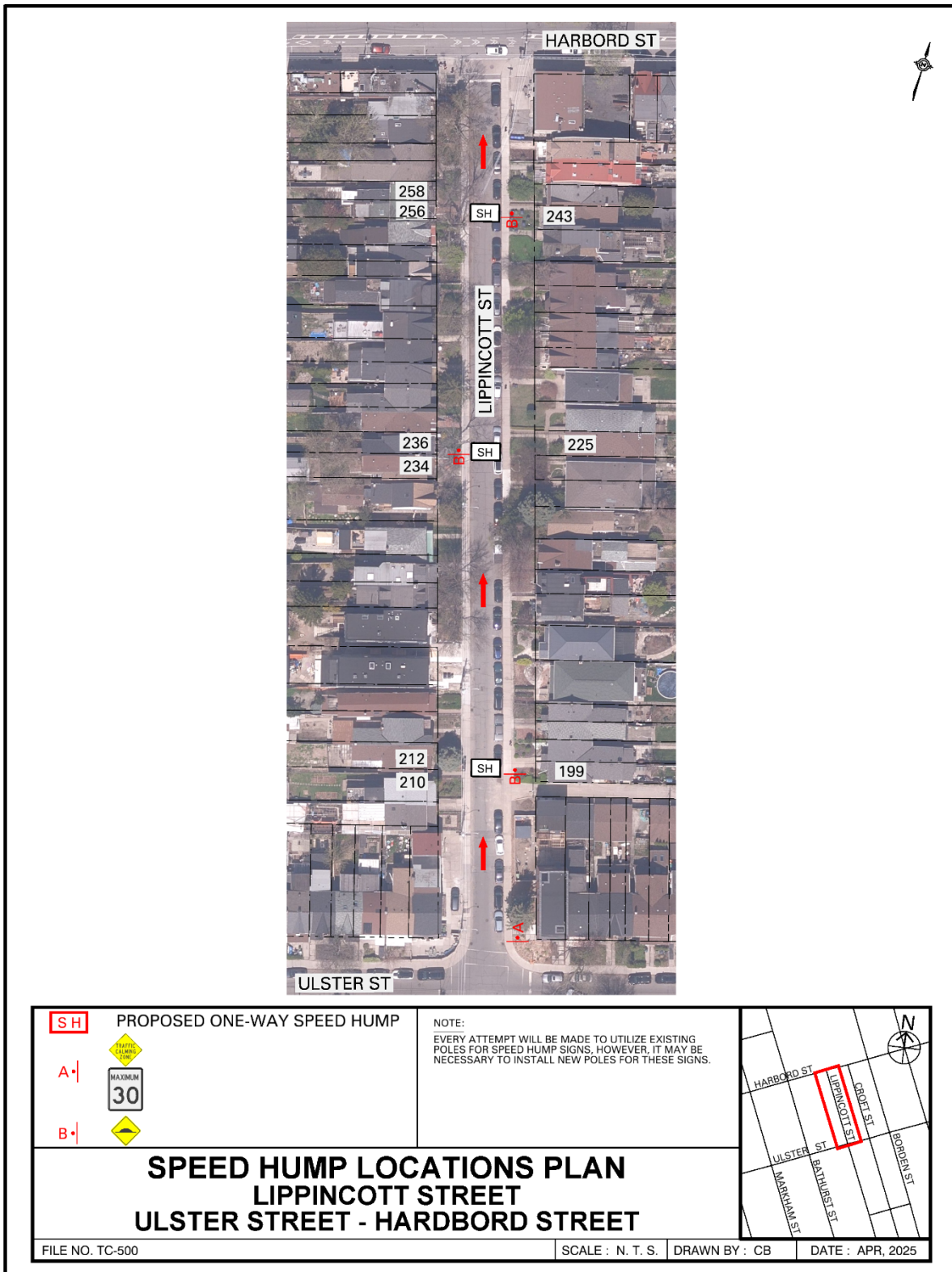
Attachment 2: Speed Hump Locations Plan - Lippincott Street, Ulster Street - Harbord Street

Attachment 3: Letter from Toronto Paramedic Services, dated May 4, 2025

## Attachment 1: Traffic Calming Warrant - Lippincott Street

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 (190 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	No (37 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (40 km/h)

Attachment 2: Speed Hump Locations Plan - Lippincott Street, Ulster Street - Harbord Street



Attachment 3: Letter from Toronto Paramedic Services, dated May 4, 2025

**From:** EMS Planning  
**Sent:** May 4, 2025 3:00 PM  
**To:** Kristoffer Asayas  
**Cc:** Atif Sharif; Jennifer Chung; EMS Planning  
**Subject:** RE: Traffic Calming Proposal - Lippincott St btw Harbord St & Ulster St

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

*We have received and reviewed the proposal for installation of speed humps on Lippincott Street, between Harbord Street and Ulster Street, with the following comments:*

*The installation of speed humps on Lippincott Street, between Harbord Street and Ulster Street, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Lippincott Street, between Harbord Street and Ulster Street, 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.*