

## **Traffic Calming (Speed Humps) - Poplar Road**

**Date:** May 20, 2025

**To:** Scarborough Community Council

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

**Wards:** Ward 24, Scarborough-Guildwood

### **SUMMARY**

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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 Poplar Road, between Cumber Avenue/Dearham Wood and Kingston Road. Staff's assessment indicates the criteria as set out in the updated Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Poplar Road.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize the installation of speed humps on Poplar Road, between Cumber Avenue/Dearham Wood and Kingston Road.
2. Scarborough Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of 20 speed humps on Poplar Road, between Cumber Avenue/Dearham Wood and Kingston Road, generally as shown on Attachments 3, 4, 5, and 6, Drawings TC-510, TC-511, TC-512, and TC-513, dated May 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Poplar Road" from the Director, Traffic Management, Transportation Services.
3. Subject to approval of Recommendations 1 and 2 above, Scarborough Community Council reduce the speed limit from 40 km/h to 30 km/h on Poplar Road, between Cumber Avenue/Dearham Wood and Kingston Road, in conjunction with the installation of speed humps.

4. Subject to approval of Recommendation 3 above, Scarborough Community Council authorize the amendment of Schedule XLV (Part 1) to City of Toronto Municipal Code Chapter 950, Traffic and Parking, to remove on Poplar Road, between Cumber Avenue/Dearham Wood and Kingston Road, from being excluded from the Designated Area such that this portion of highway will then be included within the corresponding designated area in Column 1 in Schedule XLV (Part 1).

## **FINANCIAL IMPACT**

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The estimated cost for installing 20 speed humps on Poplar Road is \$80,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing speed humps on Poplar Road, between Cumber Avenue/Dearham Wood and Kingston Road. The residents are concerned that motorists travel at a high rate of speed on Poplar Road.

### **Existing Conditions**

Poplar Road, between Cumber Avenue/Dearham Wood and Kingston 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 8.5 metres
- The daily two-way traffic volume varies from approximately 1,000 to 2,100 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of this street except the section south of Cultra Square/Gardentree Street, where sidewalks are present on the west side only
- There is a pedestrian crossover (PXO) immediately north of Waldock Street and immediately north of Coronation Drive (south intersection). The latter intersection has been approved to be replaced with an all-way stop control on the north intersection leg ([Agenda Item History - 2024.SC17.10](#)).

- There is an at-grade railway crossing between Portia Street and Cultra Square/Gardentree Street

The land use in the area generally consists of single-family residential dwellings, Poplar Park, Poplar Road Junior Public School, railway crossing, Eastview Park, Eastview Public School and Sir Robert L. Borden Business and Technical Institute. This subject section of Poplar Road is not within a designated Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 3, 4, 5 and 6.

## Study Results

As part of the assessment of the warrant criteria, two vehicle speed and volume studies were conducted on Poplar Road from April 23 to 25, 2024. The results of the studies were evaluated against the warrant criteria for Traffic Calming as adopted by the City Council. The study results on Poplar Road are summarized in Table 1.

Table 1: Poplar Road Speed and Volume Study Results

| Road section   | Daily Traffic Volume | 85th percentile speed criteria |                     | 95th percentile speed criteria |                     |
|--|----------------------|--------------------------------|---------------------|--------------------------------|---------------------|
|  |                      | Results                        | Warrant Requirement | Results                        | Warrant Requirement |
| Between Cumber Avenue/Dearham Wood and Coronation Drive (north intersection) | 1,000                | 52 km/h                        | 48 km/h             | 58 km/h                        | 55 km/h             |
| Between Coronation Drive (north intersection) and Kingston Road              | 2,100                | 52 km/h                        | 48 km/h             | 57 km/h                        | 55 km/h             |

Based on the study results both sections of Poplar Road, between Cumber Avenue/Dearham Wood and Kingston Road, have satisfied the warrant criteria for both minimum block length and minimum vehicle speed.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy have been satisfied. Therefore, staff recommend the installation of speed humps on Poplar Road, between Cumber Avenue/Dearham Wood and Kingston Road.

### **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 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. Poplar Road, between Cumber Avenue/Dearham Wood and Kingston Road, scored 38 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 (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 7. 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 recommendations in this report.

## **CONTACT**

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Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services  
416-397-5021, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

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

## **ATTACHMENTS**

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- Attachment 1: Traffic Calming Warrant - Poplar Road, between Cumber Avenue/Dearham Wood and Coronation Drive (north intersection)
- Attachment 2: Traffic Calming Warrant - Poplar Road, between Coronation Drive (north intersection) and Kingston Road
- Attachment 3: Speed Hump Locations Plan - Poplar Road, Cumber Avenue/Dearham Wood - Kingston Road (Matchline, see drawing TC-511)
- Attachment 4: Speed Hump Locations Plan - Poplar Road, Cumber Avenue/Dearham Wood - Kingston Road (Matchline, see drawing TC-512)
- Attachment 5: Speed Hump Locations Plan - Poplar Road, Cumber Avenue/Dearham Wood - Kingston Road (Matchline, see drawing TC-513)
- Attachment 6: Speed Hump Locations Plan - Poplar Road, Cumber Avenue/Dearham Wood - Kingston Road
- Attachment 7: Letter from Toronto Paramedic Services, dated April 30, 2025

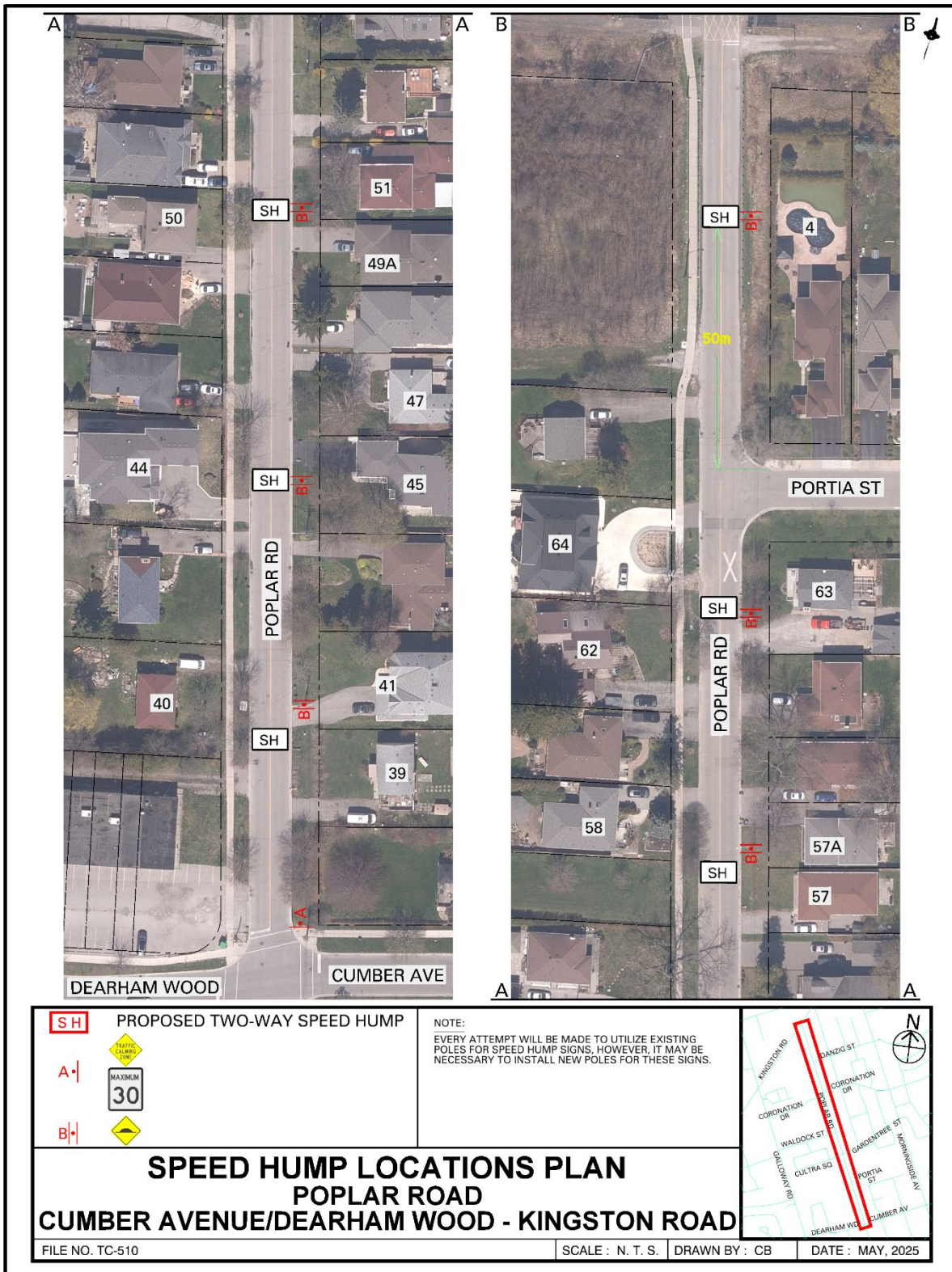
Attachment 1: Traffic Calming Warrant - Poplar Road, between Cumber Avenue/Dearham Wood and Coronation Drive (north intersection)

| 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 (950 m)        |
|                      | 85th percentile speed | Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR  | Yes (12 km/h)      |
|                      | 95th percentile speed | Minimum 95th percentile speed of 15 km/h over the warranted speed limit  | Yes (18 km/h)      |

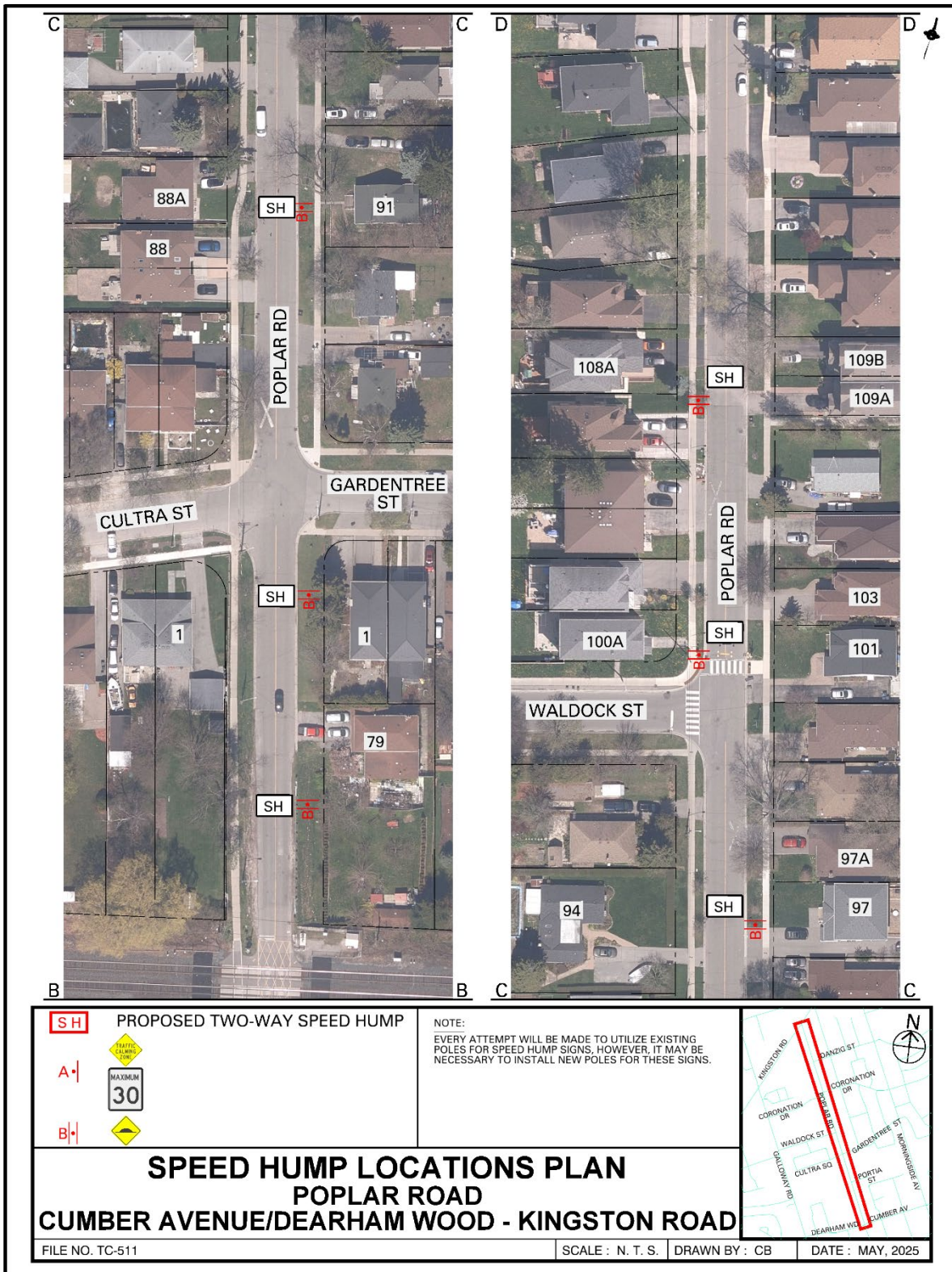
Attachment 2: Traffic Calming Warrant - Poplar Road, between Coronation Drive (north intersection) and Kingston Road

| 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 (500 m)        |
|                      | 85th percentile speed | Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR  | Yes (12 km/h)      |
|                      | 95th percentile speed | Minimum 95th percentile speed of 15 km/h over the warranted speed limit  | Yes (17 km/h)      |

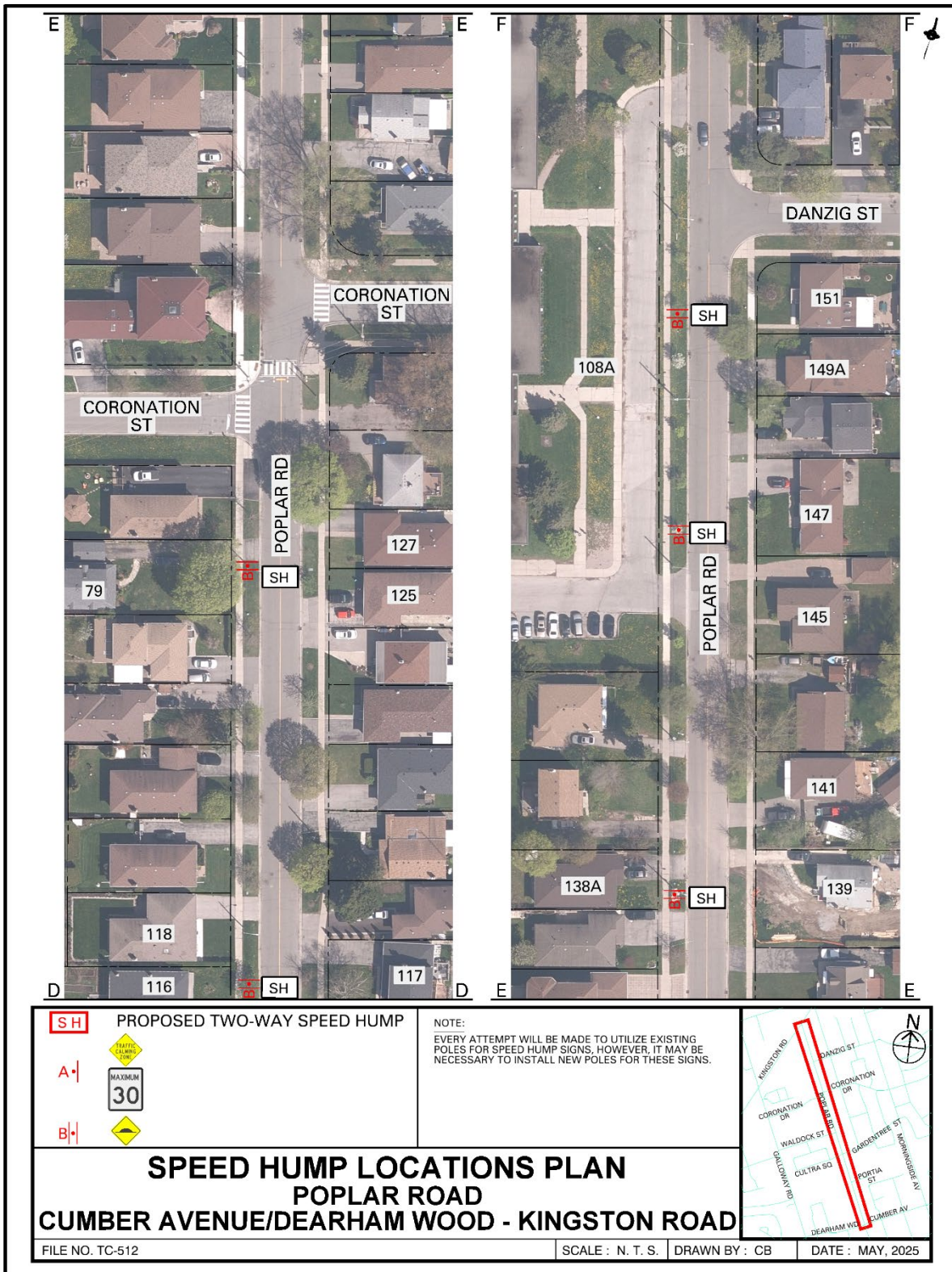
Attachment 3: Speed Hump Locations Plan - Poplar Road, Cumber Avenue/Dearham Wood - Kingston Road (Matchline, see drawing TC-511)



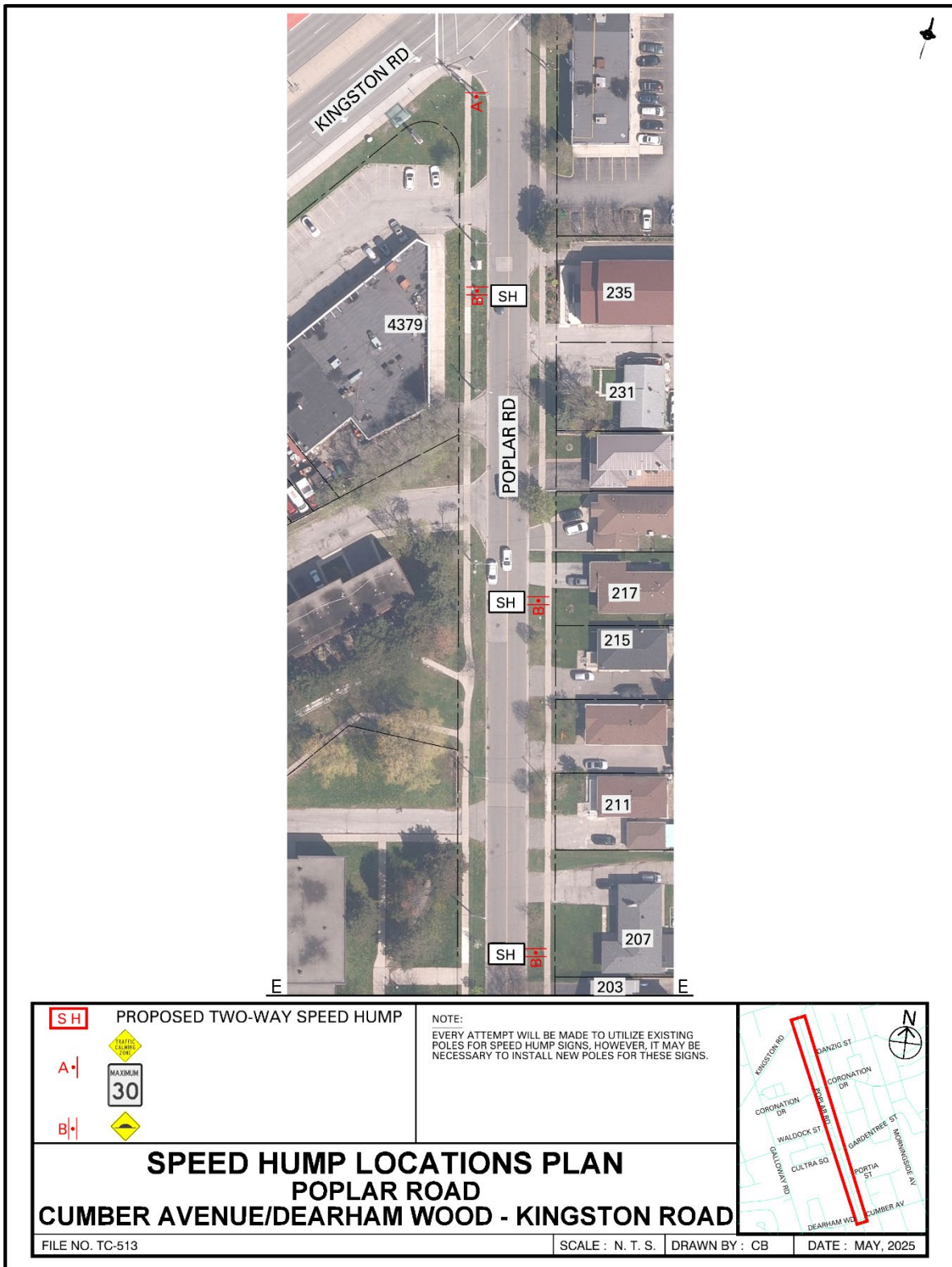
Attachment 4: Speed Hump Locations Plan - Poplar Road, Cumber Avenue/Dearham Wood - Kingston Road (Matchline, see drawing TC-512)



Attachment 5: Speed Hump Locations Plan - Poplar Road, Cumber Avenue/Dearham Wood - Kingston Road (Matchline, see drawing TC-513)



Attachment 6: Speed Hump Locations Plan - Poplar Road, Cumber Avenue/Dearham Wood - Kingston Road



## Attachment 7: Letter from Toronto Paramedic Services, dated April 30, 2025

**From:** [EMS Planning](#)  
**To:** [Omar Omar](#)  
**Cc:** [Jennifer Chung](#); [Atif Sharif](#); [EMS Planning](#)  
**Subject:** RE: Speed Humps - Poplar Road between Dearham Wood/Cumber Avenue and Kingston Road  
**Date:** April 30, 2025 2:38:22 PM

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*We have received and reviewed the proposal for installation of speed humps on Poplar Road, between Dearham Wood/Cumber Avenue and Kingston Road, the following comments:*

*The installation of speed humps on Poplar Road, between Dearham Wood/Cumber Avenue and Kingston Road, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Poplar Road, between Dearham Wood/Cumber Avenue and Kingston Road, 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.*