



STAFF REPORT ACTION REQUIRED

Crawford Street and Sully Crescent – installation of a “Stop” sign and removal of a speed hump

Date:	November 12, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 19
Reference Number:	Ts07230te.top.doc

SUMMARY

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision.

Investigation indicates the criteria for the installation of all-way “Stop” control at the intersection of Crawford Street and Sully Crescent is not met. Installation of all-way “Stop” control is not recommended. As a result the speed hump on Crawford Street, immediately south Sully Crescent should not be removed.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. not authorize installation of a “Stop” sign for northbound traffic on Crawford Street at Sully Crescent; and
2. not direct Transportation Services to remove the existing speed hump on Crawford Street, south of Sully Crescent.

Financial Impact

Adoption of the above-noted recommendations has no financial impact.

If Toronto and East York Community Council approves installation of a northbound “Stop” sign on Crawford Street at Sully Crescent and directs staff to remove the speed hump on Crawford Street south of Sully Crescent, the estimated cost of this work is \$3,600.00. Funds are contained in the Transportation Services 2007 Capital Budget for traffic calming initiatives.

BACKGROUND

Toronto City Council at its meeting of February 1, 2 and 3, 2000 approved Clause No. 50 of Toronto Community Council Report No. 2, which recommended the installation of speed humps on Crawford Street, between Dundas Street West and College Street. By-law No. 54-2000 was enacted in connection with this Clause. Deputy Mayor Joe Pantalone, is requesting Transportation Services to remove a speed hump on Crawford Street, south of Sully Crescent and in place thereof, install northbound “Stop” sign control on Crawford Street at Sully Crescent.

COMMENTS

Road Characteristics

Crawford Street is a local street operating one-way northbound between Dundas Street West and College Street. The pavement width is 7.3 metres and the speed limit is 30 km/h. Speed humps are installed on Crawford Street. A speed hump is located on Crawford Street about 20 metres south of Sully Crescent. Crawford Street and Sully Crescent form a “T” type intersection. A “Stop” sign is posted for westbound traffic on Sully Crescent at Crawford Street to identify right of way. There is no TTC service on either street.

Deputy Mayor Pantalone has received complaints from a resident of Crawford Street concerning noise caused by vehicles crossing the speed hump immediately south of Sully Crescent and suggests Transportation Services remove the speed hump and install a “Stop” sign for northbound traffic on Crawford Street at Sully Crescent to resolve the complaint.

Investigation

A “Stop” sign provides clearly defined right-of-way at an intersection. All-way “Stop” sign control is warranted at an intersection when there is a pattern of preventable collisions at an intersection of two relatively equal roadways with similar traffic volumes and operating characteristics. “Stop” signs in general should not be used to deter incidence of speeding.

Collision records for a three-year period ending December 31, 2006 indicate no collisions have been reported at the intersection of Crawford Street and Sully Crescent.

The Crawford/Sully intersection was evaluated against the installation warrants for all-way “Stop” sign control. The warrants consider factors such as right-of-way conflicts;

vehicular, cyclists and pedestrian usage; physical and geometric configuration; surrounding traffic control and safety experience. The summarised results of the evaluation at Crawford Street and Sully Crescent are shown in the following table.

Intersection	Present Condition	Minimum Vehicle Volume (Each of 4 Peak Hrs)	Combined Crossing Volume (Vehs. & Peds.)	Volume Split (<70% - 30%)	Collision Hazard (≥ 2 /yr.)	All-way "Stop" Warrants Satisfied (Yes/No)
Crawford Street and Sully Crescent	"Stop" sign westbound on Sully Crescent	Required 250 Vehs/hr Actual 96 Vehs/hr	Required 100 Units/hr Actual 28 Units/hr	76% - 24%	0	No

Based on this evaluation, the introduction of all-way "Stop" sign control at the intersection of Crawford Street and Sully Crescent is not recommended. Further, staff recommends maintaining the speed hump on Crawford Street, south of Sully Crescent as an integral part of the traffic calming initiative on this street.

ALTERNATE RECOMMENDATIONS

Despite the findings above, if Toronto and East York Community Council wishes to proceed with the installation of a northbound "Stop" sign on Crawford Street at Sully Crescent and removal of the speed hump immediately south of the intersection, the following alternate recommendations should be adopted:

1. install a "Stop" sign for northbound traffic on Crawford Street at Sully Crescent; and
2. remove the speed hump on Crawford Street, south of Sully Crescent, at the location shown on the attached print of Drawing No. 421F-9131 dated November 2007.

CONTACT

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SIGNATURE

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ATTACHMENTS

Drawing No. 421F-9131, dated November 2007

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