

Road Safety Review - Crawford Street

Date: March 18, 2025

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 10, Spadina-Fort York

SUMMARY

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

The Ward Councillor has received concerns from area residents regarding speeding and pedestrian safety on Crawford Street, between Queen Street West and Dundas Street West. On December 4, 2024, Toronto and East York Community Council requested Transportation Services to investigate measures to address speeding concerns on this street and report back to Toronto and East York Community Council by the first quarter of 2025.

Transportation Services is recommending the installation of one additional speed hump on Crawford Street, between Queen Street West and Lobb Avenue. This installation will address a gap that exists in the current speed hump lay out on this road segment, providing a more balanced design that should enhance traffic calming and safety for all road users. Additionally, a regular rotation of a mobile Watch Your Speed sign should also provide additional guidance to motorists on this street and encourage them to slow down.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the installation of a speed hump on Crawford Street, between Queen Street West and Lobb Avenue.

2. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of one speed hump on Crawford Street, between Queen Street West and Lobb Avenue, generally as shown on Attachment 2, Drawing TC-456, dated January 2025, attached to the report entitled "Road Safety Review - Crawford Street" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing one speed hump on Crawford Street is \$4,000.00. Funding is subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

DECISION HISTORY

On October 24, 2024, Toronto and East York Community Council approved a Community Safety Zone on Crawford Street, between Queen Street West and Dundas Street West. The designation is non-delegated and requires City Council approval. On November 13 and 14, 2024, City Council referred this matter back to Toronto and East York Community Council, and requested the Director, Traffic Management, Transportation Services to investigate further measures to address speeding concerns on Crawford Street, including, but not limited to, the designation of a Community Safety Zone and additional traffic calming measures or safety enhancements and report back to Toronto and East York Community Council by the first quarter of 2025. This direction was approved at Toronto and East York Community Council on December 4, 2024. The Toronto and East York Community Council and City Council decisions can be found at:

[Agenda Item History - 2024.TE18.37](#)

[Agenda Item History - 2024.TE17.41](#)

City Council, at its meeting held on May 21, 22 and 23, 2003, adopted Clause No. 19 of Toronto and East York Community Council Report No. 5 (Proposed Roadway Modifications, Traffic Regulations and Installation of Traffic Control Signals - Shaw Street at Lobb Avenue) authorizing, among other things, a narrowing of Crawford Street, south of Dundas Street West, and a prohibition of northbound straight through and left turn movements from Crawford Street to Dundas Street West. The City Council decision can be found at:

<https://www.toronto.ca/legdocs/2003/minutes/committees/to/to030506.pdf>

City Council, at its meeting held on May 21, 22 and 23, 2002, adopted Clause No. 3 of Toronto and East York Community Council Report No. 7 (Draft By-Law - Installation of Speed Humps - Crawford Street, between Queen Street West and Dundas Street West), authorizing the installation of speed humps on Crawford Street, between Queen Street West and Dundas Street West, as a result of a positive poll of residents. The City Council decision can be found at:

<https://www.toronto.ca/legdocs/2002/agendas/council/cc020521/to7rpt/cl003.pdf>

City Council, at its meeting held on May 30, 31 and June 1, 2001, adopted Clause 47 of Downtown Community Council Report 4 (Installation of Speed Humps - Crawford Street, between Queen Street West and Dundas Street West), reporting on a request to install seven speed humps on Crawford Street, between Queen Street West and Dundas Street West, subject to the favourable results of polling of affected residents. The City Council decision can be found at:

<https://www.toronto.ca/legdocs/2001/agendas/council/cc010530/to4rpt/cl047.pdf>

COMMENTS

Transportation Services was requested by Toronto and East York Community Council to investigate concerns regarding speeding and pedestrian safety on Crawford Street, between Queen Street West and Dundas Street West. This roadway is located next to a park (Trinity Bellwoods Park), a community recreation centre (Trinity Community Recreation Centre), and there are nearby schools. All of these uses may generate vulnerable road users (children, seniors, and cyclists).

At the October 24, 2024 Toronto and East York Community Council meeting, approval was directed for the establishment of a Community Safety Zone (CSZ) on this section of Crawford Street to address speeding concerns and enhance safety for all road users. CSZs are by-lawed designations fronting schools, and other vulnerable road user generators, to help reduce aggressive driving and speeding. These zones are eligible for automated speed enforcement, while also providing the benefit of speeding fines being doubled.

However, as per the CSZ Criteria adopted by City Council on November 8 and 9, 2023 as per Item IE7.4, new CSZs outside of school frontages are to be installed on road segments classified as arterial or high-volume collector roads. Additionally, these designations are not applicable for streets that already have traffic calming. Crawford Street is classified as a local roadway with speed humps and thus is not eligible for a CSZ designation under the approved selection criteria.

In this regard, at the December 4, 2024 meeting Toronto and East York Community Council referred this matter back to Transportation Services to investigate further measures to address speeding concerns on Crawford Street, between Queen Street West and Dundas Street West, and to determine additional traffic calming measures or safety enhancements and report back to Toronto and East York Community Council by the first quarter of 2025.

Existing Conditions

Crawford 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 6.4 metres. The pavement width narrows to 4.3 metres within the section south of Dundas Street West
- The daily one-way traffic volume is approximately 1,000 vehicles
- The speed limit is 30 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 the street

There are seven speed humps on Crawford Street. These were approved in 2002, with the location breakdown as follows:

- three speed humps between Queen Street West and Lobb Avenue
- four speed humps between Lobb Avenue and Dundas Street West

Northbound straight through and left turn movements from Crawford Street to Dundas Street West are also prohibited at all times. These regulations were approved in 2003 and are intended to reduce the levels of non-local traffic in the community, as well as to complement the associated roadway narrowing.

The land use in the area consists of detached and semi-detached residential dwellings. This section of Crawford Street abuts Trinity Bellwoods Park, Trinity Community Recreation Centre, and is near to Artscape Youngplace and Givens/Shaw Public School.

Study Results

Transportation Services staff conducted various site investigations on Crawford Street, between Queen Street West and Dundas Street West, with the results summarized as follows:

A. Signage

The site visits disclosed the following signs are all clearly visible to motorists and are in good condition:

- The existing speed humps/associated traffic calming signage
- The 30 km/h speed limit signage

- A Playground Ahead advisory sign is posted south of Lobb Avenue, adjacent to Trinity Community Recreation Centre
- Fire Access advisory signs are posted at the south end of Trinity Community Recreation Centre
- No Heavy Trucks signage posted at Queen Street West
- Existing One-Way and Do Not Enter signage
- Stop signage at Lobb Avenue and at Dundas Street West
- Combined left and through prohibition signage at Dundas Street West

B. Pavement Markings

- Pedestrian crossing lines at Queen Street West and at Dundas Street West are clearly visible, zebra striped and in good condition. The existing stop bar at Dundas Street West is also visible and in good condition.
- All pavement markings at Lobb Avenue are clearly visible and in good condition

At the request of the Ward Councillor, Transportation Services staff recently enhanced the pavement markings at the intersection of Crawford Street and Lobb Avenue given the existing pedestrian desire lines to/from Trinity Bellwoods Park. Staff installed zebra stripes on all pedestrian crossing at this intersection. This measure improves pedestrian safety, particularly for vulnerable road users (children, seniors, cyclists), by warning drivers that pedestrians may be crossing or waiting to cross.

C. Watch Your Speed board

The City of Toronto operates mobile Watch Your Speed boards. These signs are not enforceable but provide guidance to motorists and encourage them to slow down. A sign was initially installed on Crawford Street in November 2024 and future installations can be scheduled based on further requests from the Ward Councillor's office.

D. Speed Humps

There are seven speed humps on this section of Crawford Street that were approved in 2002. The investigation determined that the four speed humps between Lobb Avenue and Dundas Street West are visible, in good condition and have a balanced layout. The three speed humps between Queen Street West and Lobb Avenue are visible, in good condition, however there are opportunities to improve the layout. Specifically, there is a gap (approximately 58 metres) between the last speed hump and Lobb Avenue that could result in higher vehicle speeds impacting pedestrian safety, particularly at the Lobb Avenue intersection. In this regard, Transportation Services staff conducted a traffic calming study to determine if an additional speed hump is technically warranted.

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Crawford Street on October 31 to November 2, 2023.

The study results on Crawford Street disclosed the following:

- 24-hour total vehicle volume is approximately 1,000 vehicles
- The block length from Queen Street West to Lobb Avenue is approximately 250 metres. The block length from Lobb Avenue to Dundas Street West is approximately 330 metres.

- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 33 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 37 km/h

Based on the study results, this section of Crawford Street has not satisfied the warrant criteria for minimum vehicle speed. The operating speed is 5 km/h over the warranted speed of 30 km/h and the 95th percentile speed is 7 km/h over the warranted speed of 30 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the updated Traffic Calming Policy has not been satisfied. Notwithstanding, Transportation Services staff recommends the addition of one speed hump on Crawford Street, between Queen Street West and Lobb Avenue. This installation will address a gap that exists in the current speed hump lay-out on this block, thereby providing a more balanced and consistent design that should enhance traffic calming and safety for all road users. Improving the existing traffic calming lay-out on this block becomes more apparent when one takes into consideration the following vulnerable road user generators that may cross at this intersection:

- Trinity Bellwoods Park
- Trinity Community Recreation Centre
- Artscape Youngplace
- Givens/Shaw Public School

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. Crawford Street, between Queen Street West and Dundas Street West, scored 16 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 the speed hump. The installation of the speed hump 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.

Comments have not been received back at the time of writing this report from Toronto Police Service, Toronto Paramedic Services or Toronto Fire Services. Installing the additional speed hump 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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SIGNATURE



for

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

ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Crawford Street
Attachment 2: Speed Hump Locations Plan - Crawford Street

Attachment 1: Traffic Calming Warrant - Crawford 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	Yes
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 (Approx.250 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	No (33 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the warranted speed limit	No (37 km/h)

Attachment 2: Speed Hump Locations Plan - Crawford Street, Queen Street West - Lobb Avenue

