

Traffic Calming (Speed Humps) - Crawford Street

Date: April 11, 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 is recommending the installation of speed humps on Crawford Street, between College Street and Harbord Street. 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 Crawford Street.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the installation of speed humps on Crawford Street, between College Street and Harbord 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 eight speed humps on Crawford Street, between College Street and Harbord Street, generally as shown on Attachments 2 and 3, Drawings TC-457, and TC-458, dated January 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Crawford Street" from the Director, Traffic Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing eight speed humps on Crawford Street is \$32,000.00. Funding is subject to availability and competing priorities within the 2025 Capital Budget submission for Transportation Services.

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 Crawford Street, between College Street and Harbord Street. The residents are concerned that motorists travel at a high rate of speed on Crawford Street.

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 approximately 7.3 to 8.5 metres
- The daily one-way traffic volume is approximately 1,300 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

The land use in the area consists of single-family residential dwellings, retail, and parks. Crawford Street, between College Street and Harbord Street, is not designated as a Community Safety Zone.

A map of the area and proposed locations of the speed humps is included in Attachments 2 and 3.

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Crawford Street from August 15 to 17, 2023.

The study results on Crawford Street disclosed the following:

- 24-hour total vehicle volume is 1,300 vehicles
- The block length from College Street to Dewson Street is approximately 210 metres, and between Dewson Street and Harbord Street is approximately 270 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 39 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 44 km/h

Based on the study results, Crawford Street has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block lengths were greater than 120 metres and the operating speed is 9 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 been satisfied. Therefore, staff recommend the installation of speed humps on Crawford Street.

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 on Crawford Street, between College Street and Harbord Street, scored 20 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. 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 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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SIGNATURE



for

Roger Browne, M.A.Sc., P. Eng.
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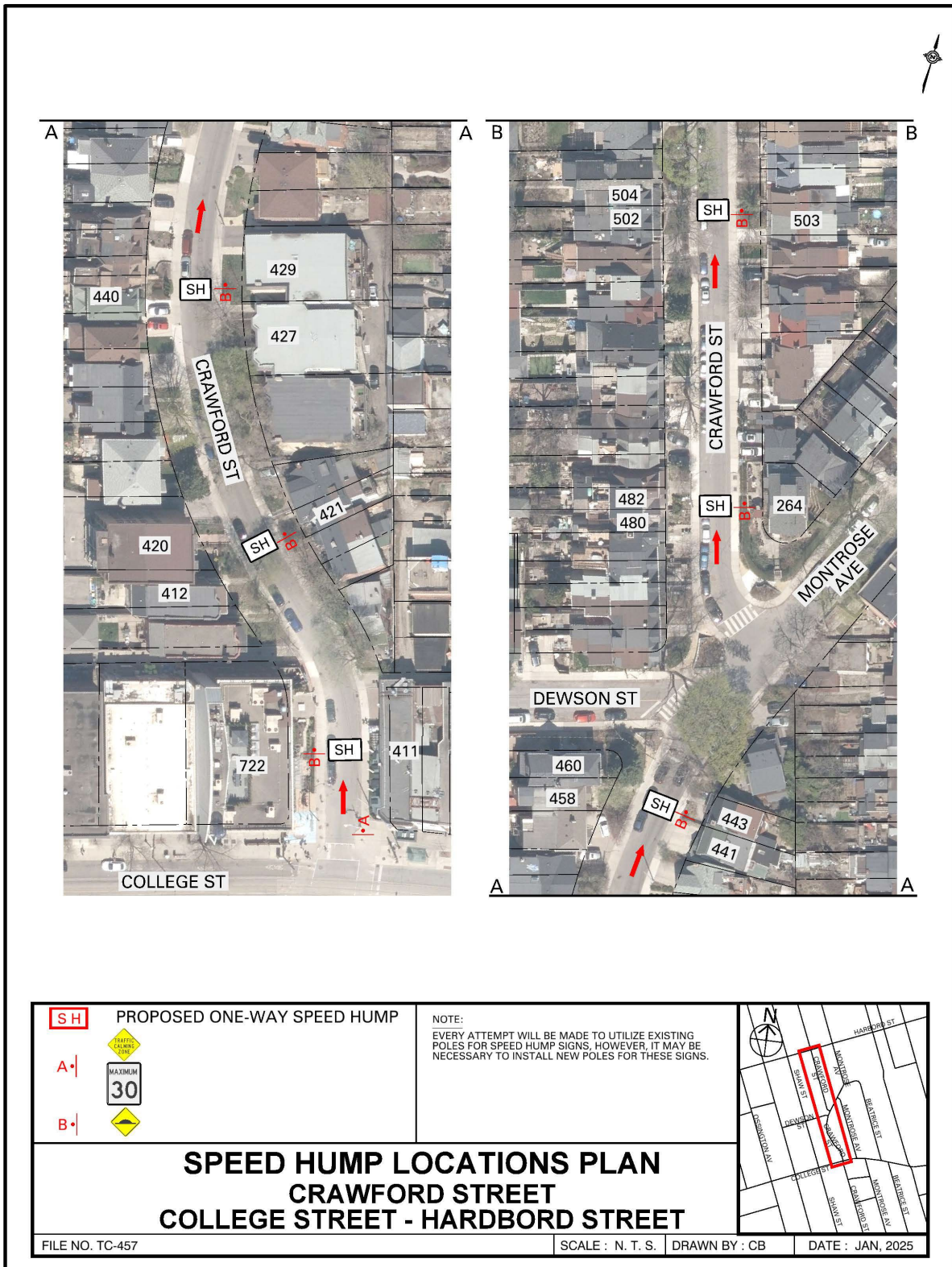
ATTACHMENTS

Attachment 1: Traffic Calming Warrant - Crawford Street
Attachment 2: Speed Hump Locations Plan - Crawford Street, College Street - Harbord Street (Matchline, see drawing TC-458)
Attachment 3: Speed Hump Locations Plan - Crawford Street, College Street - Harbord 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 (210 m and 270 m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (39 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the speed limit	No (44 km/h)

Attachment 2: Speed Hump Locations Plan - Crawford Street, College Street - Harbord Street (Matchline, see drawing TC-458)



Attachment 3: Speed Hump Locations Plan - Crawford Street, College Street - Harbord Street

