

Traffic Calming (Speed Humps) - Cedarcrest Boulevard

Date: September 2, 2025

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 19, Beaches-East York

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 Cedarcrest Boulevard, between Glencrest Boulevard and Glen Albert Drive. Staff's assessment indicates the criteria as set out in the Traffic Calming Policy has been satisfied. Therefore, speed humps should be installed on Cedarcrest Boulevard.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the installation of speed humps on Cedarcrest Boulevard between Glencrest Boulevard and Glen Albert Drive.
2. Toronto and East York Community Council direct the City Solicitor to prepare a by-law to alter the roadway for the installation of seven speed humps on Cedarcrest Boulevard, between Glencrest Boulevard and Glen Albert Drive, generally, as shown on Attachments 2 and 3, Drawings TC-544, and TC-545, dated August 2025, attached to the report entitled "Traffic Calming (Speed Humps) - Cedarcrest Boulevard" from the Director, Enforcement and Street Management, Transportation Services.

FINANCIAL IMPACT

The estimated cost for installing seven speed humps on Cedarcrest Boulevard is \$28,000.00. Funding is 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 Cedarcrest Boulevard, between Glencrest Boulevard and Glen Albert Drive. The residents are concerned that motorists travel at a high rate of speed on Cedarcrest Boulevard.

Existing Conditions

Cedarcrest Boulevard is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 9 metres
- The daily two-way traffic volume is approximately 800 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is TTC service provided by the 404 East York Community Bus route, between Gower Street and Ferris Road
- There are sidewalks located on both sides of the street

The land use in the area consists of single-family residential dwellings. Cedarcrest Boulevard between Ferris Road and Glen Albert Drive is designated as a Community Safety Zone.

The TTC operates the 404 East York Community Bus between Gower Street and Ferris Road from 9:00 a.m. to 4:00 p.m., Monday to Friday, using accessible Wheel-Trans vehicles. Unlike regular TTC buses, which require speed cushions when traffic calming measures are installed, Wheel-Trans vehicles already operate on local streets with speed humps and do not require this treatment.

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

Study Results

As part of the assessment of the warrant criteria, a vehicle speed and volume study was conducted on Cedarcrest Boulevard on March 4 to 6, 2025.

The study results on Cedarcrest Boulevard disclosed the following:

- 24-hour total vehicle volume is 800 vehicles
- The block length from Glencrest Boulevard and Ferris Road is approximately 340 metres and between Ferris Road and Glen Albert Drive is approximately 145 metres
- The operating speed, which is the speed at which 85 percent of traffic is travelling at or below, was observed at 40 km/h
- The 95th percentile speed, which is the speed at which 95 percent of traffic is travelling at or below, was observed at 45 km/h

Based on the study results, Cedarcrest Boulevard has satisfied the warrant criteria for both minimum block length and minimum vehicle speed. The block length was greater than 120 metres and the operating speed is 8 km/h over the speed limit of 30 km/h or 95th percentile 15 km/h over the speed limit of 30 km/h.

The overall investigation concluded that the eligibility and warrant criteria as outlined in the Traffic Calming Policy has been satisfied. Therefore, staff recommend the installation of speed humps on Cedarcrest Boulevard.

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 Cedarcrest Boulevard, between Glencrest Boulevard and Glen Albert Drive, scored 21 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

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 and Toronto Fire Services. 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 4. 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

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services
416-396-3226, Dan.Clement@toronto.ca

SIGNATURE



Mike Barnet, P. Eng.
Director, Enforcement and Street Management, Transportation Services

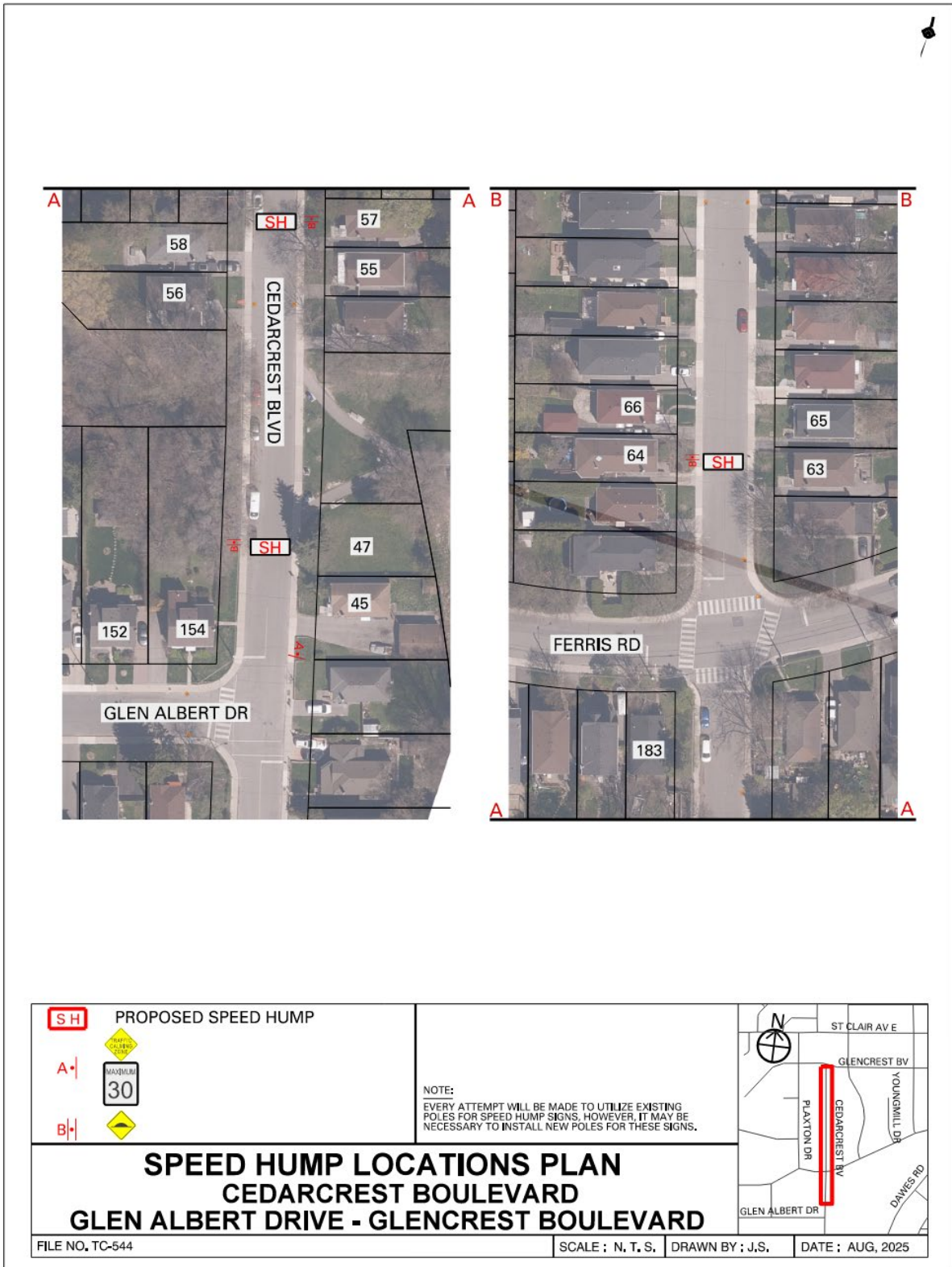
ATTACHMENTS

- Attachment 1: Traffic Calming Warrant - Cedarcrest Boulevard
- Attachment 2: Speed Hump Locations Plan - Cedarcrest Boulevard, Glen Albert Drive - Glencrest Boulevard (Matchline, see drawing TC-545)
- Attachment 3: Speed Hump Locations Plan - Cedarcrest Boulevard, Glen Albert Drive - Glencrest Boulevard
- Attachment 4: Letter from Toronto Paramedic Services, dated August 19, 2025

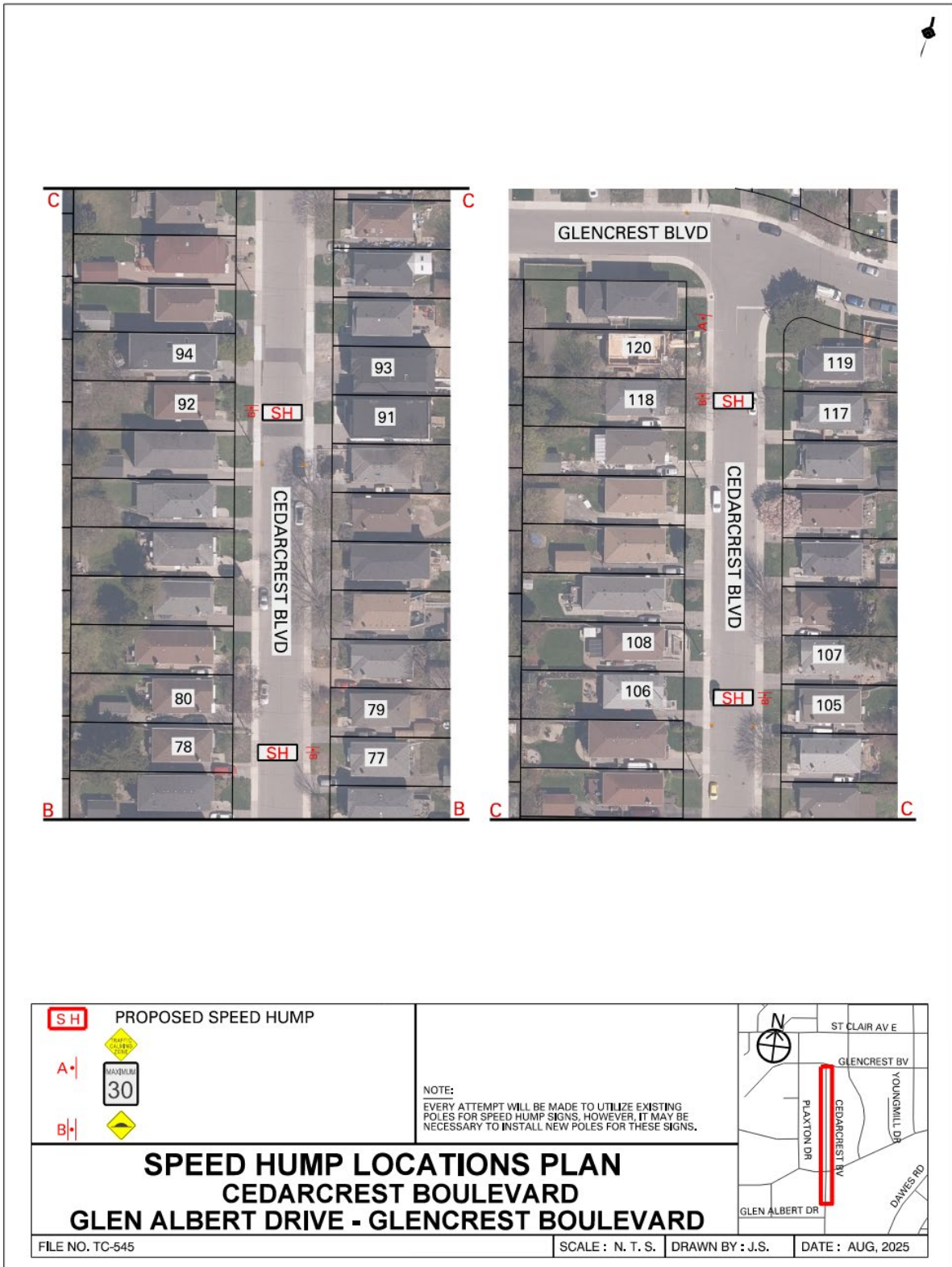
Attachment 1: Traffic Calming Warrant - Cedarcrest Boulevard

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	No
	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	No
	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 (485m)
	85th percentile speed	Minimum 85th percentile speed of 8 km/h over the warranted speed limit OR	Yes (10 km/h)
	95th percentile speed	Minimum 95th percentile speed of 15 km/h over the speed limit	Yes (15 km/h)

Attachment 2: Speed Hump Locations Plan - Cedarcrest Boulevard, Glen Albert Drive -
 Glencrest Boulevard (Matchline, see drawing TC-545)



Attachment 3: Speed Hump Locations Plan - Cedarcrest Boulevard, Glen Albert Drive - Glencrest Boulevard



Attachment 4: Letter from Toronto Paramedic Services, dated August 19, 2025

From: EMS Planning
Sent: August 19, 2025 5:04 PM
To: Amir Ghanbari
Cc: Atif Sharif; Ian Attard; EMS Planning
Subject: RE: Service Request Receipt Acknowledgment - TRAFFIC CALMING (multiple locations)

Hi Amir,

We have received and reviewed the proposal for installation of speed humps on Cedarcrest Boulevard between Glencrest Boulevard and Glen Albert Drive, with the following comments:

The installation of speed humps on Cedarcrest Boulevard between Glencrest Boulevard and Glen Albert Drive, will impact response and transport times for residents that reside on the roadway speed humps are installed. Impacts may extend to community members if Cedarcrest Boulevard between Glencrest Boulevard and Glen Albert Drive, 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.

