



**STAFF REPORT
ACTION REQUIRED**

**Royal York Road and Coney Road – Pedestrian
Crossover Relocation**

Date:	August 14, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070121-to – AFS5650

SUMMARY

The purpose of this report is to obtain approval for the relocation of the pedestrian crossover on Royal York Road at Coney Road to a point 45.0 metres north of Coney Road.

The proposed relocation is being done in conjunction with Phase 7 of the reconstruction of Royal York Road. The relocation will address current pedestrian crossing patterns in the area of Bishop Allan Academy.

As the Toronto Transit Commission (TTC) operates a transit service on Royal York Road, TTC staff has been consulted and support the proposed pedestrian crossover relocation. City Council approval is required.

RECOMMENDATIONS

Transportation Services recommends that Toronto City Council approve:

1. The removal of the pedestrian crossover on Royal York Road at Coney Road; and
2. The installation of a pedestrian crossover on Royal York Road, at a point 45.0 metres north of Coney Road.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within the capital works budget	Project No. CTP707-01	\$30,000.00

ISSUE BACKGROUND

In conjunction with the design stage of Phase 7 of the reconstruction of Royal York Road, Norsesman Street to Delroy Drive, Transportation Services conducted pedestrian crossing studies on Royal York Road, in the area of Bishop Allen Academy to determine if the current pedestrian crossover on Royal York Road at Coney Road is appropriately located based on current pedestrian crossing patterns . A map of the area is Attachment No. 1.

COMMENTS

Royal York Road, in the area of Coney Road, is classified as a minor arterial road. The section of Royal York between Norsesman Street and Delroy Drive is being reconstructed to urban standards (curb and gutter). The pavement width will range between 10.2 metres and 13.2 metres. This section of Royal York Road will continue to operate with one lane in each direction with left-turn lanes at various intersection and driveway access approaches. There are sidewalks on both sides of the street.

The legal speed limit on Royal York Road in the area of Coney Road is 40 km/h. Traffic control signals are located at the intersection of Royal York Road and Norsesman Street.

Bishop Allen Academy, a high school, is located on the east side of Royal York Road, opposite Coney Road. A concrete walkway, leading to the main entrance to the school, is located north of Coney Road.

TTC bus stops are currently located on the west side of Royal York Road, just north of Coney Road, and on the east side of the street, just south of the north access driveway to the school.

Staff conducted a pedestrian crossing study last school year (2006-2007) which revealed that during the morning peak traffic period (8:30 a.m. – 9:30 a.m.), 155 pedestrians crossed Royal York Road, north of Coney Road at the southbound TTC bus stop. During the same time period, 90 pedestrians were observed crossing at the existing pedestrian crossover at the south approach of the intersection of Royal York Road and Coney Road.

Given that the majority (over 60 percent) of the pedestrian crossings on Royal York Road, in the area of Bishop Allen Academy, are occurring north of the existing pedestrian crossover, staff recommends that this pedestrian crossover be relocated to a point 45.0 metres north of Coney Road, closer to the walkway to the main entrance to the school.

The proposed relocation of the pedestrian crossover on Royal York Road at Coney Road to a point 45.0 metres north of Coney Road meets all the requirements for pedestrian crossover suitability.

Furthermore, TTC staff has been advised of the proposed relocation and have no concerns. The rear of a stopped bus at both the northbound and southbound stops will be 12.0 metres beyond the proposed pedestrian crossover relocation. This distance conforms to TTC's guidelines when a stop is located far-side of a pedestrian crossover. The staff assessment also anticipates that the pedestrians currently crossing Royal York Road at Coney Road, will cross at the new proposed pedestrian crossover, which will be at a more convenient location.

CONTACT

Mark Hargot, Supervisor, Traffic Engineering-Etobicoke York District
Tel: (416) 394-8453; Fax: (416) 394-8942
e-mail: mahargot@toronto.ca

SIGNATURE

John Niedra, P. Eng.
Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Attachment No. 1: Map