



STAFF REPORT INFORMATION ONLY

Installation of a guide rail and crossing lines on Elizabeth Street at the Toronto Coach Terminal

Date:	December 21, 2006
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 27
Reference Number:	Ts07029tey.top.doc

SUMMARY

Our initial review recommended against the installation of a Pedestrian Crossover on Elizabeth Street, north of Dundas Street West since it could not conform to certain requirements of the Ontario Highway Traffic Act and we were requested to review and report on other options.

This report contains information on a compromise reached by Toronto Transit Commission staff and Transportation Services staff that requires no by-law amendment and will provide a delineated path for pedestrians crossing Elizabeth Street, north of Dundas Street West between the arrival and departure buildings of the Toronto Coach Terminal.

FINANCIAL IMPACT

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$2,000

DECISION HISTORY

City Council, at its meeting of September 25, 26 and 27, 2006, requested the General Manager, Transportation Services, in consultation with the Toronto Transit Commission, to find a permanent solution respecting provision of a clearly delineated crossing area for pedestrians on Elizabeth Street, between Dundas Street West and Edward Street and report back to Toronto and East York Community Council in January 2007 (Clause 102, contained in Report 7 of the Toronto and East York Community Council).

ISSUE BACKGROUND

At the request of the Toronto Transit Commission (Toronto Coach Terminal), we reviewed the feasibility of implementing a diagonally aligned pedestrian crossover on Elizabeth Street, north of Dundas Street West to delineate a crossing path for passengers/pedestrians to/from the arrival and departure buildings of the Toronto Coach Terminal (130 Bay Street). The concern was pedestrians crossing from the west side to the east side of Elizabeth Street and entering the departure terminal by way of a driveway provided for buses, instead of using the enclosed pedestrian pathway located adjacent to the driveway. This scenario created a potential conflict and hazard for pedestrians and buses entering the loading platforms at the Toronto Coach Terminal.

COMMENTS

Elizabeth Street, between Dundas Street West and Edward Street is classified as a collector road with a pavement width of 7.3 metres. The length of the block is about 70 metres. This section of Elizabeth Street operates two-way, from Edward Street to the south side of the driveway exiting the arrivals terminal (located on the west side of the street), and one-way southbound from that point to Dundas Street West.

In discussions with staff of the Toronto Coach Terminal we determined the issue at this location is not safety or delays to pedestrians crossing Elizabeth Street. Instead, the problem is the route taken by pedestrians crossing at the mid-block location between the arrival and departure terminals.

Since installation of a pedestrian crossover (PXO) is not feasible or warranted on this section of Elizabeth Street, alternative measures were examined. Painting diagonal crossing guide lines, installing textured pavement, and narrowing Elizabeth Street to form a pinch-point at each end of a path across Elizabeth Street were deemed inappropriate. However, after further review a compromise was reached. We will:

- paint crossing guide lines (right angle to the curb) on Elizabeth Street, directly in front of the pathway to the departures terminal;

- erect a guide rail on the west side of Elizabeth Street to channel pedestrians exiting the arrivals terminal towards the crossing path;
- paint “foot-print” markings on the westerly sidewalk, directing pedestrians towards the crossing path; and
- post signs on both sides of Elizabeth Street at the crossing path, facing pedestrians, and indicating “Wait For Gap”

These measures are shown on the attached print of Drawing No. 421F-8613. In combination with additional signs that will be posted by the Toronto Coach Terminal on their building walls, safety for pedestrians should be improved and conflicts between pedestrians and buses should be reduced.

CONTACT

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SIGNATURE

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ATTACHMENTS

Drawing No.421F- 8613, dated December 2006

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