



STAFF REPORT ACTION REQUIRED

Gerrard Street East at Norwood Road – Pedestrian Crossover Installation

Date:	August 24, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Beaches-East York, Ward 32
Reference Number:	Ts07196te.top.doc

SUMMARY

Transportation Services has evaluated a request to install a pedestrian crossover (PXO) at the intersection of Gerrard Street East and Norwood Road. The installation of a PXO at this intersection is not technically warranted or recommended by staff.

This staff report is about a matter for which the Community Council does not have delegated authority from City Council to make a final decision.

If City Council approves this installation, staff will prepare a detailed design for the PXO. Installation might require relocation of the westbound Toronto Transit Commission (TTC) stop and shelter, and the loss of three parking spaces on Gerrard Street East.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. not authorize installation of a pedestrian crossover on Gerrard Street East, at Norwood Road.

Financial Impact

Receipt of this report will have no financial impact. However, should the installation of this pedestrian crossover be recommended, the estimated cost for installing the pedestrian crossover will be approximately \$20,000.00. Funds for the installation of new pedestrian crossovers are subject to availability of funds and competing priorities in the Transportation Services Capital Program under Project No. CTP707-01.

The added annual operating and maintenance costs associated with this installation are \$1,000.00, which includes all communication costs. These funds would come from the Transportation Services operating budget.

ISSUE BACKGROUND

At the request of Councillor Sandra Bussin, Transportation Services investigated the need for a pedestrian crossover (PXO) at the intersection of Gerrard Street East and Norwood Road and are reporting our findings and recommendation based on that investigation.

COMMENTS

Roadway Characteristics

Gerrard Street East is a four-lane east/west arterial road, about 13 metres wide, carrying about 19,000 vehicles a day. Norwood Road is a north/south local road located midway between Glenmount Park Road and Main Street. “Stop” signs are posted on Norwood Road at Gerrard Street East. Both roads have a 40 km/h maximum speed limit. Norwood Park is located on the west side of Norwood Road, south of Gerrard Street East.

The No. 506 TTC streetcar route operates on Gerrard Street East. Near-side transit stops and transit shelters are located on the north and south sides of Gerrard Street East to the east and west side of Norwood Road, respectively. The Main GO-Train station is located about 800 metres northeast of the Gerrard Street East/Norwood Road intersection.

Traffic control signals are located on Gerrard Street East, about 260 metres west of Norwood Road at Glenmount Park Road and about 220 metres east of Norwood Road at Main Street.

Investigation

Transportation Services’ staff reviewed the collision record, conducted a pedestrian delay and difficulty survey and evaluated the neighbourhood environment in determining if installation of a PXO is justified on Gerrard Street East at Norwood Road.

Collision statistics provided by the Toronto Police Service for the preceding three-year period ending June 15, 2007 indicate 4 collisions have been reported on Gerrard Street East in the vicinity of Norwood Road. None of these collisions involved a pedestrian.

The 8-hour pedestrian delay and difficulty study conducted at this intersection recorded the number of pedestrian crossings on Gerrard Street East within 50 metres either side of Norwood Road, classified pedestrians by age and recorded delays.

For a pedestrian crossover to be technically warranted there should be a combination of:

- a minimum of 200 pedestrians crossing the road during the 8 peak hours of a typical weekday; and
- a minimum of 130 pedestrians delayed in excess of 10 seconds before being able to cross the road during the same 8-hour time period.

The survey recorded 125 pedestrians crossing Gerrard Street East, consisting of 104 youths/adults, 9 children and 12 seniors in the vicinity of Norwood Road. The number of pedestrians crossing to the east and west of Norwood Road was similar. A total of 24 pedestrians experienced delays in excess of ten seconds.

Observations revealed there are sufficient gaps in traffic on Gerrard Street East for pedestrians to cross the roadway safely and advance sight lines between pedestrians and motorists are good.

The technical warrants do not justify installation of a pedestrian crossover. The intersection of Gerrard Street East and Norwood Road is operating safely and installation of a pedestrian crossover is not recommended.

Alternate recommendation

Notwithstanding the above-noted study results, if Toronto and East York Community Council determines that installing a pedestrian crossover on Gerrard Street East at Norwood Road would be beneficial, it should replace Recommendation 1 of this report with the following recommendation:

1. authorize Transportation Services to install a pedestrian crossover (PXO) on Gerrard Street East at the east side of Norwood Road.

Installation of a PXO might require relocation of the westbound TTC stop and transit shelter, and result in the loss of three parking spaces on the south side of Gerrard Street East, east of Norwood Road.

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SIGNATURE

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ATTACHMENTS

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