



**STAFF REPORT
ACTION REQUIRED**

**Request to Install Pedestrian Crossing Protection at
No. 2220 Midland Avenue**

Date:	September 18, 2008
To:	Scarborough Community Council
From:	Director, Transportation Services, Scarborough District
Wards:	Ward 37 – Scarborough Centre
Reference Number:	P:\2008\Cluster B\TRA\Scarborough\sc08072 D08- 2808089 No. 2220 Midland Ave. pxo

SUMMARY

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.

This report concerns a request for pedestrian crossing protection at No. 2220 Midland Avenue.

Traffic studies reveal that all warrants for pedestrian crossing protection, specifically, pedestrian crossover and/or a pedestrian refuge island are not warranted at this location at this time. As a result, pedestrian crossing protection devices should not be installed.

RECOMMENDATIONS

Transportation Services, Scarborough District, recommends that Scarborough Community Council recommend that City Council:

1. Not approve the installation of pedestrian crossing protection devices at No. 2220 Midland Avenue at this time.

Financial Impact

There is no financial impact associated with this report.

ISSUE BACKGROUND

Further to a request from Councillor Michael Thompson, Transportation Services staff reviewed the feasibility of installing a pedestrian crossover or a pedestrian refuge island at # 2220 Midland Avenue.

COMMENTS

The following characteristics describe the section of Midland Avenue between Progress Avenue and the Highway 401 overpass to the north:

- Midland Avenue is a five-lane major arterial roadway.
- Midland Avenue has a speed limit of 60 kilometres per hour (km/h), a daily traffic volume of approximately 22,633 vehicles per day and an operating speed of approximately 74 km/h.
- Toronto Transit Commission bus stops for both the northbound and southbound directions are located within the immediate vicinity of No. 2220 Midland Avenue.
- Traffic Control Signals are located approximately 205 metres south at Progress Avenue.
- Land use on this section of Midland Avenue is industrial/commercial with many employees of these businesses using public transit to commute to and from their places of work. Seventy-one percent of all pedestrian crossings were patrons of the TTC.
- Sidewalks are located on both sides of Midland Avenue with the nearest Traffic Control Signal/Pedestrian crossing protection located at Midland Avenue and Progress Avenue.

Pedestrian Crossover Warrant Study

Transportation Services staff conducted a Pedestrian Crossover Warrant Study in the vicinity of No. 2220 Midland Avenue. Using pedestrian volumes recorded over the peak eight hours of a typical weekday (Tuesday, May 27, 2008), the following results were obtained:

Pedestrian Crossover Warrant	Compliance Level
Pedestrian Volume	41%
Pedestrian Delays	37%

For a pedestrian crossover to be numerically justified, both the “Pedestrian Volume” and “Pedestrian Delays” warrants must be 100% satisfied.

As outlined in the above table, both warrants have not been satisfied. Furthermore, in the event that a warrant was achieved, a review of the design standards, or “environmental standards” for pedestrian crossovers, which prescribe a roadway environment and exposure factors suitable for this type of control, revealed that a pedestrian crossover would not be a suitable form of pedestrian crossing protection at this location. This is due primarily to the operating speeds (85th percentile speed of 74 km/h) on Midland Avenue, the width of the roadway being too wide, where stopped buses potentially block motorist sightlines to pedestrians, and the proximity of the Toronto Transit Commission bus stops at this intersection.

As an alternative, staff reviewed the feasibility of installing a Pedestrian Refuge Island (PRI); however, the warrant was not met as 80 pedestrian crossings were recorded, and a minimum of 100 pedestrian crossings are required.

Collision History

A review of the Toronto Police Service collision records for the five-year period ending December 31, 2007 revealed that two pedestrian collisions have been recorded in the vicinity of No. 2220 Midland Avenue; both collisions resulted in major injuries.

In summary, studies indicate that there are insufficient pedestrian crossing volumes to justify the installation of a pedestrian crossover or pedestrian refuge island.

CONTACT

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SIGNATURE

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ATTACHMENTS

1. Location Plan (Pedestrian Crossing Protection, Study Area - No. 2220 Midland Avenue)