



STAFF REPORT ACTION REQUIRED

John Garland Boulevard – Pedestrian Crossing Protection

Date:	July 21, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 1 – Etobicoke North
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100135-to

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision; however, should amendments be made to the recommendations contained within this report, City Council approval will be required.

The purpose of this report is to provide the results of an assessment for the need to install a pedestrian crossover on John Garland Boulevard, in the vicinity of Collingdale Road.

Installing a pedestrian crossover is not recommended at this time as the City's Pedestrian Crossover Warrant requirements are not satisfied. However, it is also recommended that this location be restudied in the fall of 2010. Staff will submit a staff report on this matter to a future (January, 2011) meeting of Etobicoke York Community Council.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council:

1. Not approve the installation of a pedestrian crossover on John Garland Boulevard in the vicinity of Collingdale Road.
2. Direct Transportations Services, Etobicoke York District, to re-study this location in the fall of 2010. This matter should be reported to Etobicoke York Community Council in January, 2011.

ISSUE BACKGROUND

Etobicoke York Community Council, at its meeting of May 25, 2010, adopted item EY37.41, headed “John Garland Boulevard – Request for Crosswalk”, which “directed the Director of Transportation Services, Etobicoke York District, to investigate the possibility of installing a pedestrian crossing on John Garland Boulevard in the vicinity of Collingdale Road, and report on this matter to the Etobicoke York Community Council at its meeting of August 17, 2010” and “that the traffic analysis be conducted in June 2010 while school is in session.”

A map of the area is Attachment 1.

COMMENTS

John Garland Boulevard, in the area of Collingdale Road, is a four-lane collector road with a posted speed limit of 40 km/h, east of the east intersection of Collingdale Road, and an un-posted speed limit of 50 km/h, west of the east intersection of Collingdale Road. Sidewalks are located on both sides of the road. The Toronto Transit Commission operates rush-hour only bus service on this section of John Garland Boulevard.

The daily traffic volume on John Garland Boulevard, between Martin Grove and Kipling Avenue is approximately 5,600 vehicles.

Study data, collected on Thursday, June 17, 2010 was applied to the City’s Pedestrian Crossover Warrant, generating the following negative results for each of the two categories:

- a) Pedestrian Volume Warrant 48%
- b) Pedestrian Delay Warrant Not Applicable*

In order to meet the warrants, 100 percent compliance is required in both of the categories.*In addition, the 179 eight-hour pedestrian volume does not meet the required 200 Pedestrian Delay Warrant.

Total # of Pedestrians Crossing over 8 hours	Required # of Pedestrians Crossing over 8 hours
179	376

In terms of pedestrian classification, 90% (161) of the total pedestrians crossing during the eight-hour study were youths/adults. The remaining 10% were children (8) and seniors (10).

A previous pedestrian crossing study conducted on Tuesday, May 26, 2009 revealed the following results:

- a) Pedestrian Volume Warrant 69%
- b) Pedestrian Delay Warrant Not Applicable*

Total # of Pedestrians Crossing over 8 hours	Required # of Pedestrians Crossing over 8 hours
261	376

The decrease in pedestrian crossing volumes may be attributed to evidence shown in the most recent study that was conducted in mid-June, coupled by an influx of students attending the final exam period at the area high school (West Humber Collegiate Institute). Typically, pedestrian volumes fluctuate in the area of educational institutions during exam periods.

A review of the Toronto Police Service collision records for the five-year period from January 1, 2005 to December 31, 2009, shows that there has been no reported collisions involving pedestrians on John Garland Boulevard between the east and west intersections of Jamestown Crescent.

Based on our most recent studies, it is recommended that a pedestrian crossover not be installed on John Garland Boulevard, in the area of Collingdale Road. It is also recommended that staff re-study this location in the fall of 2010, when pedestrian crossing volumes are more typical of the school crossing conditions, and report on the results to a future meeting of Etobicoke York Community Council.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map