



**STAFF REPORT  
ACTION REQUIRED**

**Pedestrian Traffic Control Signal - Queen’s Park  
Crescent East and Grosvenor Street**

<b>Date:</b>	April 7, 2010
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Ward 27 – Toronto Centre-Rosedale
<b>Reference Number:</b>	Ts10034te.top.doc

**SUMMARY**

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Transportation Services is requesting approval for the installation of a pedestrian traffic control signal on Queen’s Park Crescent East, just south of Grosvenor Street.

The number of pedestrians observed crossing Queen’s Park Crescent near Grosvenor Street, and the delays they incur, is sufficient to justify either a pedestrian crossover or traffic control signals. Given the nature of this street, with four lanes for northbound traffic and the curvature around Queen’s Park, the most appropriate device to assist pedestrians is a traffic control signal for pedestrians only.

**RECOMMENDATIONS**

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Transportation Services recommends that:

1. Toronto City Council approve the installation of a pedestrian traffic control signal on Queen’s Park Crescent East, just south of Grosvenor Street.

**Financial Impact**

The estimated cost of installing a pedestrian traffic control signal on Queen’s Park Crescent East, just south of Grosvenor Street is estimated at \$90,000. Funds in the amount of \$2,750,000.00 have been allocated in the 2010 Transportation Services Capital Budget for installation of traffic control signals. This work would be subject to competing priorities and available funding.

## **BACKGROUND**

Transportation Services investigated the feasibility of providing a pedestrian crossover or traffic control signals on Queen's Park Crescent East at Grosvenor Street to assist pedestrians.

## **COMMENTS**

Queen's Park Crescent East operates one-way northbound and is classified as a major arterial roadway with a speed limit of 50 km/h. It is four lanes wide and carries approximately 26,000 vehicles a day. The driveway entrance to the Provincial Legislature is opposite Grosvenor Street. The TTC operates transit service on Queen's Park Crescent East.

Grosvenor Street at Queen's Park Crescent East, operates two-way (eastbound and westbound), is classified as a collector roadway, and has a pavement width of 9.7 metres. This section of Grosvenor Street has a posted speed limit of 40 km/h. There is no TTC service operating on Grosvenor Street. There is no through traffic from Grosvenor Street to the Provincial Legislature driveway on the opposite side of Queen's Park Crescent East.

During the busiest eight-hour period of a typical weekday Transportation Services staff observed 408 pedestrians crossed Queen's Park Crescent East in the vicinity of Grosvenor Street. Of the 408 pedestrians, 248 were delayed more than 10 seconds in crossing Queen's Park Crescent East. Based on these volumes the technical warrants for the installation of a pedestrian crossover are satisfied to the following extent:

Warrant 1:	Pedestrian Volume	100 percent; and
Warrant 2:	Pedestrian Delay	100 percent.

To meet the technical requirements for the installation of pedestrian crossover, both of the warrants must be 100 percent satisfied.

Once we have determined that a pedestrian crossover can be justified, we must review the characteristics of the location to determine whether a pedestrian crossover is appropriate. Queen's Park Crescent carries a high volume of traffic, has four lanes in one direction, and a curve in the road which could restrict visibility for oncoming traffic. As a result, it is more appropriate that traffic control signals be installed to assist pedestrians at this location. They would be installed just south of Grosvenor Street, connecting to the walkway into Queen's Park.

We considered including Grosvenor Street in the intersection. However, significant modifications were required at the Queen's Park driveway entrance and vehicles entering Queen's Park Crescent from Grosvenor Street do not require a traffic control signal to make their right turn.

## **CONTACT**

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## **SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

## **LIST OF ATTACHMENTS**

(1) Drawing No. 421F-9696, dated June 2009

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