



STAFF REPORT ACTION REQUIRED

Pedestrian Crossover – Beverley Street and Cecil Street

Date:	October 23, 2013
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Trinity-Spadina, Ward 20
Reference Number:	Ts2013192te.top.doc

SUMMARY

This staff report is about a matter for which Toronto and East York Community Council has delegated authority from City Council to make a final decision.

Transportation Services is requesting approval from Toronto and East York Community Council to install a pedestrian crossover at the intersection of Beverley Street and Cecil Street. The installation of a pedestrian crossover at this intersection is technically warranted based on the pedestrian volumes and delays and will assist pedestrians crossing Beverley Street.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Approve the installation of a pedestrian crossover on Beverley Street immediately north of Cecil Street.

Financial Impact

The estimated cost to install a pedestrian crossover at the intersection of Beverley Street and Cecil Street is \$30,000.00 and it would be funded from the Transportation Services Capital Program, subject to competing priorities. The added annual operation and maintenance costs of \$4,000.00 associated with this installation would be funded by the annual Transportation Services Operating Budget.

ISSUE BACKGROUND

Transportation Services was requested by Councillor Vaughan to report on the installation of a pedestrian crossover at the intersection of Beverley Street and Cecil Street.

COMMENTS

Beverley Street is a minor arterial road with a speed limit of 40 km/h and a daily traffic volume of about 8,000 vehicles. It consists of a lane for general traffic in each direction, as well as lanes reserved for cyclists. Additionally, there is a parking lane on the west side of the road, between the bicycle lane and the curb. Cecil Street is a local road that intersects Beverley Street in a "Stop" controlled intersection. It has a speed limit of 50 km/h and a daily traffic volume of about 1,800 vehicles. Adjacent protected pedestrian crossings on Beverley Street are located about 190 metres to the north, at College Street (traffic control signals) and about 130 metres to the south, at Baldwin Street (all-way "Stop" sign control). Heavy trucks are prohibited at all times on Cecil Street and there is no TTC service provided at this intersection.

The land use in the immediate area is generally residential, although there are also a number of schools and churches in the vicinity, as well as a hall on the northwest corner of the intersection.

Toronto Police Service records for the three-year period ending December 31, 2012 were reviewed at the intersection of Beverley Street and Cecil Street. Over that time period, there were seven collisions reported at this intersection. Further review of these seven collisions disclosed none involved a pedestrian and one involved a cyclist. In this collision, a southbound left-turning motorist collided with a northbound through cyclist.

Traffic studies undertaken in March of this year during the busiest eight-hour period of a typical weekday revealed that 438 pedestrians crossed Beverley Street at Cecil Street. The 438 pedestrians were classified as follows:

- 424 youths and adults (97 percent);
- 7 senior citizens (< 2 percent);
- 7 assisted children (< 2 percent);
- 0 unassisted children (0 percent); and
- 0 disabled (0 percent).

Of the 438 pedestrians, 174 were delayed more than 10 seconds in crossing Beverley Street. Based on these volumes the technical justifications for the installation of a pedestrian crossover are satisfied to the following extent:

- Pedestrian Volume: 100 percent (met); and
- Pedestrian Delay: 100 percent (met).

To meet the technical requirements for the installation of a pedestrian crossover, both of the justifications must be satisfied to 100 percent. Based on the above results, the installation of a pedestrian crossover is justified at this intersection at this time.

A review to assess any deficiencies in the operational and physical suitability of a potential pedestrian crossover at this location was carried out. By comparing the operation of the pedestrian crossover to provincially adopted "environmental standards" it was determined whether a pedestrian crossover would operate under acceptable conditions.

Based on the audit results, the location of a potential pedestrian crossover at Beverley Street and Cecil Street is suitable. The only criterion that was not met was the 200 metre recommended spacing requirement to adjacent traffic control devices. The existing spacing on Beverley Street should not impact the operation of the potential pedestrian crossover.

It should be noted that there are disadvantages that may result from the installation of a pedestrian crossover. Stopping is prohibited at all times within 15 metres of a pedestrian crossover, which would likely result in loss of several on-street parking spaces on the west side of Beverley Street. Additionally, delays to north-south motorists may also increase.

CONTACT

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SIGNATURE

Jacqueline White, P.Eng.
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LIST OF ATTACHMENTS

(1) Drawing No. 421G-1232, dated October 2013

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