**STAFF REPORT**  
**ACTION REQUIRED**

## Stopping Prohibition at Pedestrian Crossovers – Lansdowne Avenue

<table>
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<tr>
<th>Date:</th>
<th>January 11, 2010</th>
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<td>To:</td>
<td>Toronto and East York Community Council</td>
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<tr>
<td>From:</td>
<td>Director, Transportation Services Toronto and East York District</td>
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<td>Wards:</td>
<td>Parkdale-High Park, Ward 14</td>
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<td>Reference Number:</td>
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### SUMMARY

Transportation Services is requesting approval from City Council to prohibit stopping at all times within 15 metres on the approach to each of three pedestrian crossovers on Lansdowne Avenue, between Queen Street West and Dundas Street West. The intent is to enhance advance sight lines and advance visibility between pedestrians wishing to cross Lansdowne Avenue and motorists approaching each pedestrian crossover.

This proposal complies with Council's adoption of Clause No. 2 in Works Committee Report No. 3 (2006) and Clause No. 8 in Works Committee Report No. 6 (2006), which jointly in part recommended that staff take action to enhance pedestrian crossovers and improve understanding and compliance of their operations on major/minor arterial roads.

### RECOMMENDATIONS

Transportation Services recommends that:

1. City Council prohibit stopping at all times on the west side of Lansdowne Avenue, from a point 110.0 metres south Rideau Avenue to a point 15 metres further south.

2. City Council prohibit stopping at all times on the west side of Lansdowne Avenue, from a point 187.5 metres north of Seaforth Avenue to a point 15 metres south.

3. City Council prohibit stopping at all times on the east side of Lansdowne Avenue, from Seaforth Avenue to a point 19.4 metres south.

4. City Council prohibit stopping at all times on the east side of Lansdowne Avenue, from a point 155.3 metres north of Seaforth Avenue to a point 15 metres further north.
5. City Council prohibit stopping at all times on the east side of Lansdowne Avenue, from a point 344.8 metres north of Seaforth Avenue to a point 15 metres further north.

Financial Impact
The estimated cost associated with the installation of signs to give effect to these regulations is about $400. Funds are available within the Transportation Services Division 2011 Interim Operating Budget.

ISSUE BACKGROUND
At the request of Councillor Gord Perks, on behalf of area residents, staff investigated a request to increase the length of the stopping prohibition in advance of three pedestrian crossovers located on Lansdowne Avenue, between Queen Street West and Dundas Street West. The intent is to enhance sight lines and advance visibility between pedestrians wishing to cross the street and motorists travelling on Lansdowne Avenue, and in one instance, enhance sight lines between motorists emerging from a public laneway adjacent to a pedestrian crossover and motorists travelling on Lansdowne Avenue.

COMMENTS
Lansdowne Avenue, between Queen Street West and Dundas Street West is a minor arterial road with a daily two-way traffic volume of approximately 13,000 vehicles and a speed limit of 50 km/h. Toronto Transit Commission service on this section of Lansdowne Avenue is provided by the “47-Lansdowne” and “402-Parkdale” buses. Pedestrian crossovers are located at Seaforth Avenue and at two mid-block locations about 170 metres north of Seaforth Avenue and about 360 metres north of Seaforth Avenue.

For a pedestrian crossover to operate safely both in terms of collision experience and comfort level for pedestrians, the following two conditions must be present:

i. approaching drivers must be able to recognize that a pedestrian crossover is present and identify well in advance that a pedestrian is within the crossover or waiting to cross the road; and

ii. a pedestrian must be able to clearly see oncoming traffic, be able to judge whether there is sufficient distance to expect the driver of an approaching vehicle to safely stop before reaching the pedestrian crossover, and make this determination before stepping off the curb into the path of an oncoming vehicle.

These factors are more critical on major and minor arterial roads due to road geometrics, higher traffic volumes and the generally faster speed of traffic.

Transportation Services conducted an extensive review of pedestrian crossover operations across the City in 2006, which generated two staff reports that were adopted by City Council at its meetings of May 23, 24 and 25, 2006 and September 25, 26 and 27,
2006 (Clause No. 2 of Works Committee Report No. 3 and Clause No. 8 of Works Committee Report No. 6, respectively). These reports recommended making several modifications to enhance safety for pedestrians at pedestrian crossovers on major and minor arterial roads. Among other modifications, extending the length of the stopping prohibition in advance of a pedestrian crossover from 9 metres to a length of 15 metres was recommended to improve sight lines.

Mid-block pedestrian crossovers generally have poorer advance sight lines since there is no intersecting road providing a break in the continuity of the road. This section of Lansdowne Avenue is somewhat unique since there are two mid-block pedestrian crossovers within a block length of about 480 metres.

Implementation of these regulations will eliminate 1 parking space on the west side of Lansdowne Avenue at each of the mid-block pedestrian crossover locations.

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SIGNATURE

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Toronto and East York District

ATTACHMENT
(1) Drawing No. 421G-0208, dated December 2010