TORONTO

STAFF REPORT
ACTION REQUIRED

Pedestrian Crossover - Christie Street at Benson Avenue

Date:	February 25, 2011
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	St. Paul's , Ward 21
Reference Number:	Ts2011065te.top.doc

SUMMARY

At the request of Councillor Joe Mihevc, Transportation Services has evaluated and is reporting the results of our investigation to install a pedestrian crossover (PXO) on Christie Street at Benson Avenue. The installation of a PXO at this intersection is not technically warranted or recommended by staff.

In the event that City Council approves this installation of a PXO at this location, it will be necessary for staff to prepare a detailed installation design, obtain a detailed cost estimate, and consult with the Toronto Transit Commission regarding the possible relocation of transit stops on Christie Street at Benson Avenue.

RECOMMENDATION

Transportation Services recommends that:

1. City Council not authorize the installation of a pedestrian crossover on Christie Street, at Benson Avenue.

Financial Impact

If the staff recommendation is adopted this report has no financial impact.

However, if City Council recommends the installation of a pedestrian crossover at this location, the estimated cost of installation would be in the order or $20,000.00. Funds for the installation of new pedestrian crossovers are subject to funding availability and competing priorities in the Transportation Services Capital Program.

The added annual operating and maintenance costs associated with this installation are $2,500.00. These funds would come from the annual Transportation Services Operating Budget.

ISSUE BACKGROUND

At the request of Councillor Joe Mihevc, Transportation Services investigated the need for a pedestrian crossover (PXO) at the intersection of Christie Street and Benson Avenue, and are reporting our findings and recommendation based on that investigation.

COMMENTS

Roadway Characteristics

Christie Street is a minor arterial roadway, approximately 14 metres wide, carrying 9,000 to 10,000 vehicles a day. Christie Street has a speed limit of 40 km/h. The Wychwood Barns complex is located on the south side of Benson Avenue, between Christie Street and Wychwood Avenue. Benson Avenue is an east/west local road which intersects Christie Street to form an off-set intersection. "Stop" signs are posted on Benson Avenue at Christie Street, to establish vehicular right-of-way. The "126 Christie" limited service bus operates on Christie Street. Near-side TTC stops are located on the east and west sides of Christie Street, south and north of Benson Avenue, respectively.

Traffic control signals are located at the intersection of St. Clair Avenue West and Christie Street (about 175 metres north of Benson Avenue). A pedestrian crossover is located on Christie Street and Tyrrel Avenue (about 190 metres south of Benson Avenue).

Investigation

Transportation Services conducted a pedestrian volume and delay study, reviewed the collision records, and evaluated the neighbourhood environment in determining if the installation of a PXO is justified on Christie Street at Benson Avenue.

Collision statistics provided by the Toronto Police Service for the three-year period ending December 2010 indicate that 3 collisions have been reported on Christie Street in the vicinity of Benson Avenue. None of these collisions involved a pedestrian.

The 8-hour pedestrian volume and delay study conducted at this intersection recorded the number of pedestrians crossing Christie Street within 50 metres either side of Benson Avenue, classified pedestrians by age, and recorded delays.

For a pedestrian crossover to be technically warranted there should be a combination of:

- a minimum of 200 pedestrians crossing the road during the 8 peak hours of a typical day; and

- a minimum of 130 pedestrians delayed in excess of 10 seconds before being able to cross the road during the same 8-hour time period.

The pedestrian survey conducted during the busiest eight-hour period on a weekend day (Saturday) recorded 322 pedestrians crossing Christie Street, in the vicinity of Benson Avenue. These pedestrians were classified as: 26 assisted children; 248 youth/adults; and 48 senior citizens. A total of 49 pedestrians experienced delays in excess of ten seconds waiting to cross Christie Street.

The second survey was also conducted during the busiest eight-hour period on a typical weekday (Monday). This survey recorded 163 pedestrians crossing Christie Street, classified as: 9 assisted children; 152 youth/adults; and 2 senior citizens. A total of 46 pedestrians experienced delays in excess of ten seconds during this survey.

Based on these studies, the installation of a pedestrian crossover is not technically warranted during a typical weekday or on weekends when the highest volume of pedestrians is present.

Observations revealed there are sufficient gaps in traffic on Christie Street for pedestrians to cross the roadway safely and sight lines between pedestrians and motorists are good. Pedestrian volumes crossing Christie Street at Benson Avenue are higher on the weekend due mainly to the activities at the Wychwood Barns site. However, despite the weekend volumes being almost twice as much as the weekday volumes, most pedestrians are able to cross Christie Street safely and without experiencing excessive delays.

Based on staff's investigation, the installation of a pedestrian crossover on Christie Street at Benson Avenue is not recommended.

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SIGNATURE

Andrew Koropeski, P.Eng.
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LIST OF ATTACHMENTS

(1) Drawing No. 421G-0265, dated February 2011

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