



**STAFF REPORT  
ACTION REQUIRED**

**Pedestrian Traffic Control Signal – Queens Park  
Crescent East at St. Joseph Street**

<b>Date:</b>	June 2, 2011
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Transportation Services – Toronto and East York District
<b>Wards:</b>	Toronto Centre-Rosedale, Ward 27
<b>Reference Number:</b>	Ts2011123te.top.doc

**SUMMARY**

Transportation Services has evaluated and is reporting the results of our investigation to install a pedestrian crossing device on Queens Park Crescent East at St. Joseph Street.

The installation of a pedestrian crossing device at this intersection is technically warranted, however, due to the limited spacing to adjacent traffic control signals, it is not recommended by staff.

**RECOMMENDATION**

**Transportation Services recommends that:**

1. City Council Not approve the installation of a pedestrian crossing device at the intersection of Queens Park Crescent East at St. Joseph Street.

**Financial Impact**

There is no financial impact as a result of the approval of this report.

If, however, City Council decides that it would be beneficial to install a pedestrian crossing device on Queens Park Crescent East on the south side of St. Joseph Street, the estimated cost would be \$70,000.00. Funds in the amount of \$2,450,000 have been allocated in the 2011 Transportation Services Capital Budget for installation of traffic control signals. This work would be subject to competing priorities and available funding.

## **ISSUE BACKGROUND**

Currently, there is no form of traffic control existing to assist pedestrians across Queens Park Crescent East at St. Joseph Street. Students attending The University of Toronto felt that the installation of a pedestrian crossing device at this intersection would enhance the safety and crossing environment of students crossing Queens Park Crescent East at St. Joseph Street, in addition to reducing the commute time to and from classes. As a result, Transportation Services staff attended a meeting with Councillor Kristyn Wong-Tam and a member of the University of Toronto's Graduate Students' Union, to examine the need and feasibility of installing a pedestrian crossing device at this location.

## **COMMENTS**

Queen's Park Crescent East, in the vicinity of St. Joseph Street, operates one-way northbound and is classified as a major arterial roadway with four lanes of traffic. The existing speed limit is 50 km/h. The TTC operates the 5 Avenue Road and 94 Wellesley bus routes on Queen's Park Crescent East. A recent traffic volume conducted on Queens Park Crescent East, revealed that this roadway carries approximately 27,000 vehicles per direction per day. Essentially, Queens Park Crescent East and West divides St. George Campus between Hart House to the west and the affiliated colleges to the east.

St. Joseph 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 8.5 metres. This section of St. Joseph Street has a posted speed limit of 40 km/h. There is no TTC service operating on St. Joseph Street. St. Joseph Street forms a "T" type intersection at Queens Park Crescent East. There is a pedestrian traffic control signal approximately 100 metres north of St. Joseph Street at the E. J. Pratt Library and traffic control signals 130 metres south of St. Joseph Street at Wellesley Street West.

Transportation Services conducted a pedestrian volume and delay study, and reviewed the collision records to determine if the installation of a crossing device would be justified on Queens Park Crescent East at St. Joseph Street.

Collision statistics provided by the Toronto Police Service for the three-year period ending December 2010 did not indicate any collisions involving a pedestrian on Queens Park Crescent East at St. Joseph Street.

The 8-hour pedestrian volume and delay study conducted at this intersection recorded the number of pedestrians crossing Queens Park Crescent East within 50 metres either side of St. Joseph Street.

For a pedestrian device (either a pedestrian crossover or pedestrian signals) to be technically justified 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.

A pedestrian traffic study undertaken in early May 2008, revealed that 1700 pedestrians crossed Queen's Park Crescent East in the vicinity of St. Joseph Street at a time when the University of Toronto was not in session.

Of the 1700 pedestrians, 440 were delayed more than 10 seconds in crossing Queen's Park Crescent East. Observations indicated that the majority of pedestrians were able to cross Queens Park Crescent without delay due to gaps in northbound traffic created by the traffic control signals at Wellesley Street West and Queens Park Crescent East. Based on these volumes, the installation of a pedestrian crossing device is technically justified.

The volume of vehicles and the number of through lanes make the road conditions unfavourable for pedestrian crossings, and as a result the operational safety of a pedestrian crossover can be compromised. These factors make this location technically unsuitable for the installation of a pedestrian crossover.

As the criteria for a crossing device has been justified at this location, the installation of a pedestrian traffic control signal would be more suitable on Queens Park Crescent East, just south of St. Joseph Street to assist pedestrians and students to cross the roadway.

However, Queens Park Crescent East at St. Joseph Street is approximately 100 metres south of the pedestrian traffic control signal at the E. J. Pratt Library and 130 metres north of the traffic control signals at Wellesley Street West. Due to the short spacing that would result between adjacent control devices, Transportation Services does not support the installation of a pedestrian signal at this location because of the safety concerns that can result. When signalized intersections are closely spaced together, it is possible that drivers approaching the intersection may focus on the signal indications at the next intersection. During periods of high traffic volume, it is possible that the queue of vehicles at one intersection may extend through the pedestrian signal resulting in some pedestrians crossing between vehicles. As well, a certain distance is required for motorists to apply their brakes and bring their vehicles to a stop upon seeing a red signal indication. At a speed of 60 km/h this safe stopping distance is 85 metres. At a speed of 50 km/h this safe stopping distance is 65 metres. When signals are in very close proximity, the concern is that motorists, proceeding through the first signal, would be unable to bring their vehicles to a stop before the second stop-bar.

The existing pedestrian signal at the E. J. Pratt Library currently provides a safe crossing for pedestrians from the east side of Queens Park Crescent East to Queens Park and is only a short walk from St. Joseph Street.

## **CONTACT**

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## **SIGNATURE**

Angie Antoniou  
Acting Director, Transportation Services  
Toronto and East York District

## **ATTACHMENT**

Drawing No. 421G-0344, dated May 2011

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