SUMMARY

At the request of Toronto Police Service and in consultation with Councillor Janet Davis, Transportation Services has evaluated and recommends the installation of a pedestrian crossover on Crescent Town Road at Massey Square (east intersection).

RECOMMENDATION

Transportation Services recommends that:

1. City Council approve the installation of a pedestrian crossover on Crescent Town Road at Massey Square (east intersection).

Financial Impact

The estimated cost for the installation of this pedestrian crossover is $30,000.00. Funds for the installation of new pedestrian crossovers are contained in the Transportation Services Capital Program and are subject to competing priorities. The added annual operating and maintenance costs associated with this installation are $3,000.00. These funds are provided as part of the annual Transportation Services Operating Budget.

ISSUE BACKGROUND

At the request of Toronto Police Service, Transportation Services investigated the need for a pedestrian crossover to assist pedestrians, especially school children, to cross Crescent Town Road in the vicinity of the east intersection of Massey Square.

COMMENTS

Crescent Town Road is a collector roadway, which operates two-way on a pavement width of 12.6 metres with a maximum speed limit of 50 km/h. Traffic control signals are
located approximately 100 metres east of Massey Square at Victoria Park Avenue. Bicycle lanes are provided, and the TTC 404 bus route operates on Crescent Town Road. Massey Square is a local roadway operating two-way with a pavement width of 9.0 metres and a maximum speed limit of 40 km/h. Massey Square provides access to Crescent Town Elementary School. Stop signs are posted on Massey Square at Crescent Town Road.

**Analysis**

A review of the Toronto Police Service collision records for the three-year period ending December 31, 2012 disclosed that 3 collisions were reported at this intersection. These collisions did not involve any pedestrians or cyclists.

An 8-hour pedestrian delay study and turning movement count were undertaken at this location. Further, an assessment of the physical characteristics of the location was undertaken which, among other things, considered distance from adjacent intersection/crossing controls, sight lines, roadway cross-section and operating speed. The data obtained was evaluated against the technical warrants for the installation of a pedestrian crossover.

The pedestrian crossing survey recorded a total of 428 pedestrians crossing Crescent Town Road near Massey Square (east intersection) during the peak eight-hours of a typical weekday. A total of 302 pedestrians experienced delays of greater than 10 seconds or more before being able to cross Crescent Town Road. The volume of traffic on Crescent Town Road during the same eight-hour period was approximately 1,800 vehicles.

Based on the data collected, the pedestrian crossover warrant criteria is satisfied to the following extent:

- **Pedestrian Volume**
  - 100 per cent

- **Pedestrian Delay**
  - 100 per cent
To technically justify the installation of a pedestrian crossover both warrants must be satisfied to 100 per cent. Given the above-noted results, the installation of a pedestrian crossover on Crescent Town Road and Massey Square (east intersection) is warranted. We have discussed this matter with TTC and the proposed pedestrian crossover installation would not impact their service. Although the spacing to Victoria Park Avenue is less than optimal, there are clear sight lines for approaching motorists and a pedestrian crossover would provide a safe location for pedestrians to cross. Also, Councillor Davis supports the installation of the pedestrian crossover at this location.

**CONTACT**

Peter Ip, Transportation Technologist  
Traffic Operations, Toronto and East York District  
Phone: 416-338-5397  
Fax: 416- 392-1920  
e-mail: pip@toronto.ca

**SIGNATURE**

Jacqueline White, P.Eng.  
Acting Director, Transportation Services  
Toronto and East York District

**LIST OF ATTACHMENTS**

(1) Drawing No. 421G- 0950, dated December 2012

P:\2013\Cluster B\TRA\Toronto and East York District\TOP\ts2013068te.top.doc – cag