

Pedestrian Signals – Woodbine Avenue

Date:	August 16, 2013
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Beaches-East York, Ward 32
Reference Number:	Ts2013150te.top.docx

SUMMARY

Transportation Services reviewed the need for a pedestrian crossing facility on Woodbine Avenue, between Queen Street East and Kingston Road, in response to a request from Councillor Mary-Margaret McMahon.

According to our studies the number of pedestrians crossing in this area is not sufficient to justify the installation of a pedestrian crossing facility.

RECOMMENDATION

Transportation Services recommends that:

1. City Council not approve the installation of a pedestrian crossing facility on Woodbine Avenue, between Queen Street East and Kingston Road.

Financial Impact

The adoption of the above-noted recommendation will not result in any financial impact. If, however, City Council determines that installing a pedestrian crossing facility would be beneficial, the estimated cost would be \$100,000.00. Funds in the amount of \$3,470,000.00 have been allocated in the 2013 Transportation Services Capital Budget for installation of traffic control signals. This work would be subject to competing priorities and available funding.

ISSUE BACKGROUND

At the request of Councillor Mary-Margaret McMahon, Transportation Services reviewed the need for a pedestrian crossing facility on Woodbine Avenue, between Queen Street East and Kingston Road. We are reporting our findings and recommendation based on that investigation.

COMMENTS

Woodbine Avenue is a major arterial road with a 50 km/h speed limit with three northbound lanes and two southbound lanes between Queen Street East and Kingston Road. This section of Woodbine Avenue is intersected midway by Columbine Avenue on the west side and Hartford Avenue and Norway Avenue on the east side. Columbine Avenue is an east/west local road, Hartford Avenue is a one-way westbound local road, approximately 22 metres south of Columbine Avenue and Norway Avenue is a one-way westbound local road approximately 51 metres north of Columbine Avenue.

Adjacent traffic control signals are located on Woodbine Avenue approximately 320 metres south of Hartford Avenue at Queen Street East and approximately 240 metres north of Columbine Avenue at Kingston Road.

The Toronto Transit Commission (TTC) operates the No. 92 bus route on Woodbine Avenue. A southbound bus stop is located at the northwest corner of Woodbine Avenue and Columbine Avenue and a northbound bus stop is located at the northeast corner of Woodbine Avenue and Norway Avenue.

An eight-hour traffic study was conducted on Wednesday, June 5, 2013 which recorded the number of pedestrians crossing Woodbine Avenue in the vicinity of Hartford Avenue and Columbine Avenue.

In order for a pedestrian crossover to be technically warranted there must be a combination of:

- 1) a minimum of 200 pedestrians crossing the roadway during the peak eight hours of a typical weekday; and
- 2) a minimum of 130 pedestrians delayed to cross the roadway in excess of ten seconds during the same time period.

The study disclosed that a total of 51 pedestrians, consisting of 48 youths and adults and three assisted children, crossed Woodbine Avenue in the vicinity of Hartford Avenue and Columbine Avenue. Only three pedestrians experienced delays in excess of ten seconds. Observations revealed that there are sufficient gaps in traffic on Woodbine Avenue for pedestrians to cross the roadway safely and pedestrian sight lines are satisfactory.

A review of the Toronto Police Service collision records for the three-year period ending May 31, 2013 did not disclose any reported collisions involving pedestrians on Woodbine Avenue, between Hartford Avenue and Norway Avenue.

Based on the above, the installation of a pedestrian crossing facility, specifically a pedestrian crossover or pedestrian signals, is not warranted on Woodbine Avenue, between Queen Street East and Kingston Road.

Alternate Recommendations

If, despite the findings above, City Council determines that installing a pedestrian crossing facility would be beneficial, it may approve the following:

1. City Council approve the installation of pedestrian mid-block signals on Woodbine Avenue, at a point 40 metres north of Norway Avenue.

With Woodbine Avenue being a major arterial roadway, installation of pedestrian mid-block signals would be a better form of control than a pedestrian crossover at this location.

Consultation with the community revealed that an intersection location is not preferred because of concerns that signalizing a local side street may encourage traffic infiltration in the community. The above location is the most suitable mid-block location and is approximately 160 metres south of Kingston Road.

CONTACT

Brian Holditch, Engineering Technologist
Traffic Operations, Toronto and East York District
Phone: (416) 338-5428
Fax: (416) 392-1920
e-mail: bholditc@toronto.ca

SIGNATURE

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

LIST OF ATTACHMENTS

- (1) Drawing No. 421G-1163, dated August 2013

P:\2013\Cluster B\Tra\Toronto & East York District\top\ts2013150te.top.doc – acb; cag