Pedestrian Crossover – Bernadine Street and Doerr Road

Date: April 22, 2014
To: Scarborough Community Council
From: Director, Transportation Services, Scarborough District
Wards: Ward 38 – Scarborough Centre
Reference Number: P:\2014\Cluster B\TRA\Scarborough\sc1433.docx
D13-5789518 - Pedestrian Crossover - Bernadine Street and Doerr Road

SUMMARY

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

This report responds to a request to review the feasibility of installing a Pedestrian Crossover at the intersection of Bernadine Street and Doerr Road.

This intersection does not meet the required technical warrant for this type of traffic control; therefore, a Pedestrian Crossover should not be installed at this intersection at this time.

RECOMMENDATIONS

Transportation Services recommends that Scarborough Community Council:

1. Not approve the installation of a Pedestrian Crossover at Bernadine Street and Doerr Road.

Financial Impact
There is no financial impact associated with this report. However, if a Pedestrian Crossover were to be approved, the cost would be approximately $40,000. The funding for the Pedestrian Crossover would not be available in the Transportation Services Capital Budget at this time.
**ISSUE BACKGROUND**

Further to a request from Councillor Glenn De Baeremaeker, Transportation Services staff reviewed the feasibility of installing a Pedestrian Crossover at the intersection of Bernadine Street and Doerr Road.

A Pedestrian Crossover study was conducted and the results indicated that the technical warrants for the installation of this traffic control device have not been satisfied.

**COMMENTS**

The following characteristics describe the intersection of Bernadine Street at Doerr Road:

- The intersection is located south of Ellesmere Road and east of Brimley Road.
- An elementary school is located on the north side of Bernadine Street.
- Sidewalks are located on both sides of Bernadine Street and on Doerr Road.
- The land use in this area is single family residential.
- Traffic control signals are locate approximately 154 metres west at Brimley Road.

**Pedestrian Crossover Warrant**

Transportation Services staff conducted a Pedestrian Crossover Warrant study at the intersection of Bernadine Street and Doerr Road on Wednesday, April 2, 2014 using the traffic volumes recorded over the peak eight hours of a typical weekday. The following are the results of the study:

<table>
<thead>
<tr>
<th>Pedestrian Crossover Warrant</th>
<th>Compliance Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Volume</td>
<td>Less than 1%</td>
</tr>
<tr>
<td>Pedestrian Delays</td>
<td>Less than 1%</td>
</tr>
</tbody>
</table>

For a pedestrian crossover to be numerically justified, both the "Pedestrian Volume" and "Pedestrian Delays" warrants must be 100% satisfied.

**Pedestrian Crossing Volume**

<table>
<thead>
<tr>
<th>Pedestrian Characteristics</th>
<th>Eight-Hour Pedestrian Crossing Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unassisted Children</td>
<td>6</td>
</tr>
<tr>
<td>Assisted Children*</td>
<td>42</td>
</tr>
<tr>
<td>Youths /Adults</td>
<td>58</td>
</tr>
<tr>
<td>Senior Citizens</td>
<td>0</td>
</tr>
<tr>
<td>Persons with Accessibility Concerns</td>
<td>0</td>
</tr>
<tr>
<td>Total Pedestrian Volume</td>
<td>106</td>
</tr>
</tbody>
</table>

* Assisted Children are children crossing the road accompanied by a youth, an adult or a senior citizen.
Toronto Police Service Collision Records

Five-year period for which we have complete data: January 1, 2009 to December 31, 2013

<table>
<thead>
<tr>
<th>Five-Year Collision Information</th>
<th>Number of Reported Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2009</td>
</tr>
<tr>
<td>Collisions Potentially Preventable by the installation of Pedestrian Crossover</td>
<td>0</td>
</tr>
<tr>
<td>Collisions Involving Pedestrians Crossing Bernadine Street</td>
<td>0</td>
</tr>
</tbody>
</table>

- The collision record for the subject intersection is not indicative of a safety problem at this time.

In summary, traffic studies indicate that there are insufficient vehicle volumes and pedestrian crossing volumes to justify the installation of a Pedestrian Crossover at the intersection of Bernadine Street and Doerr Road. In addition, there is potential for expansion of the school so that pedestrian patterns may change, resulting in uncertainty as to the optimal location for any potential PXO.

CONTACT
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SIGNATURE

____________________________________
Peter J. Noehammer, P. Eng.
Director, Transportation Services, Scarborough District

AK: pz

ATTACHMENTS

1. Location Plan (Pedestrian Crossover – Bernadine Street and Doerr Road)