Pedestrian Crossover – Carlaw Avenue

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<th>Date:</th>
<th>June 19, 2014</th>
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<td>To:</td>
<td>Toronto and East York Community Council</td>
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<td>From:</td>
<td>Director, Transportation Services, Toronto and East York District</td>
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<td>Wards:</td>
<td>Toronto-Danforth, Ward 30</td>
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**SUMMARY**

Transportation Services is requesting approval from City Council to install a pedestrian crossover on Carlaw Avenue, in the vicinity of the mid-block TTC stops between Queen Street East and Dundas Street East.

The installation of a pedestrian crossover, at this location, is technically warranted based on the pedestrian volumes and delays and will assist pedestrians crossing Carlaw Avenue.

**RECOMMENDATION**

Transportation Services recommends that:

1. City Council approve the installation of a pedestrian crossover on Carlaw Avenue at a point approximately 235 metres north of Queen Street East.

**Financial Impact**

The estimated cost to install a mid-block pedestrian crossover on Carlaw Avenue is $74,000.00 and would be funded from the Transportation Services Capital Program, subject to competing priorities. The added annual operation and maintenance costs of $4,000.00 associated with this installation would be funded by the annual Transportation Services Operating Budget.

**DECISION HISTORY**

Toronto and East York Community Council at its meeting on April 9, 2013 in response to a letter dated March 20, 2013 from Councillor Paula Fletcher, requested Transportation Services to report to Toronto and East York Community Council on the feasibility of
installing a pedestrian crossover on Carlaw Avenue in front of the bus stop at No. 260 Carlaw Avenue (Item TE23.70).

COMMENTS

Carlaw Avenue, between Queen Street East and Dundas Street East, is a four-lane minor arterial road with a speed limit of 50 km/h and a daily traffic volume of approximately 12,000 vehicles. Parking is generally allowed in the curb lane on both sides of the street except during the weekday peak periods when parking is prohibited between 7:00 a.m. and 9:00 a.m., on the west side and between 4:00 p.m. and 6:00 p.m., on the east side. Traffic control signals are located on Carlaw Avenue to the south at Queen Street East and to the north at Dundas Street East.

The land use in the immediate area is in transition, with new residential condominiums under construction and older industrial buildings being converted to commercial/residential use along this stretch of Carlaw Avenue, between Queen Street East and Dundas Street East.

The Toronto Transit Commission (TTC) operates the No. 72 Pape bus route on this section of Carlaw Avenue. Northbound and southbound bus stops are located mid-block between Queen Street and Dundas Street East.

Investigation

Transportation Services reviewed the collision records, conducted a pedestrian volume and delay study and evaluated the environmental criteria to determine if the installation of a pedestrian crossing facility is justified on Carlaw Avenue, between Queen Street East and Dundas Street East.

Collision statistics provided by the Toronto Police Service for the three-year period ending March 31, 2014, disclosed one reported collision involving a pedestrian crossing Carlaw Avenue, mid-block between Queen Street East and Dundas Street East. In this incident, a 64 year-old male crossing the street from west to east was struck by a vehicle making a westbound left-turn from a driveway. The pedestrian received major injuries. No charges were laid.

The pedestrian survey, conducted during the busiest eight-hour period of a typical weekday in January of 2013, recorded the number of pedestrians and their delays crossing Carlaw Avenue in the vicinity of the mid-block TTC bus stops.

The study disclosed that 352 pedestrians crossed Carlaw Avenue in the vicinity of the mid-block TTC bus stops of which 128 were delayed 10 seconds or more.

Based on these volumes the technical justifications for the installation of a pedestrian crossover are satisfied to the following extent:

Pedestrian volume: 100 percent; and
Pedestrian delay: 100 percent.
To meet the technical requirements for the installation of a pedestrian crossover, both of the justifications must be satisfied to 100 percent. Based on the above results, the installation of a pedestrian crossing facility is justified on Carlaw Avenue in the vicinity of the mid-block TTC stops.

A review to assess any deficiencies in the operational and physical suitability of a potential pedestrian crossover at this location was carried out. By comparing the operation of the pedestrian crossover to provincially adopted "environmental standards" it was determined whether a pedestrian crossover would operate under acceptable conditions.

Based on the audit results, the location of a potential pedestrian crossover on Carlaw Avenue at the mid-block TTC stops is suitable pending the relocation of the northbound TTC stop. The TTC has been consulted and they have agreed to relocate the transit stop approximately 16 metres north from its present location so as to not interfere with the operation of the pedestrian crossover. The only other criterion that was not met was the 200 metre recommended spacing requirement to adjacent traffic control devices. The proposed pedestrian crossover would be approximately 186 metres from the traffic control signals at Carlaw Avenue and Dundas Street East and approximately 235 metres from the traffic control signals at Carlaw Avenue and Queen Street East. This spacing should not impact the operation of the potential pedestrian crossover.

It should be noted that there are disadvantages that may result from the installation of a pedestrian crossover. Stopping is prohibited at all times within 15 metres on the approach side and 9 metres on the discharge side of a pedestrian crossover, which will result in the loss of approximately one on-street permit parking space. Additionally, delays to motorists may also increase.

**CONTACT**
Brian Holditch, Engineering Technologist
Traffic Operations, Toronto and East York District
Telephone: 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-1436, dated May 2014

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