



**STAFF REPORT
ACTION REQUIRED**

Pedestrian Crossover – Mortimer Avenue and Durant Avenue

Date:	May 20, 2015
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Toronto-Danforth, Ward 29
Reference Number:	Ts2015093te.top.doc

SUMMARY

Transportation Services reviewed the feasibility of installing a pedestrian crossover on Mortimer Avenue at Durant Avenue, in response to a request from Toronto and East York Community Council (Item TE4.70).

The results of our review indicate that the installation of a pedestrian crossover is not technically warranted.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council not approve the installation of a pedestrian crossover on Mortimer Avenue and Durant Avenue.

Financial Impact

There are no financial impacts associated with this report.

DECISION HISTORY

Toronto and East York Community Council on February 18, 2015 adopted Item TE4.70, entitled "Enhancing Pedestrian Safety at the Intersection of Mortimer and Durant Avenues", without amendment, requesting the Director, Transportation Services, Toronto and East York District to:

1. Undertake a pedestrian and vehicular traffic study of Mortimer Avenue in the area of R. H. McGregor Elementary School.

2. Report to the Toronto and East York Community Council in April 2015 on the feasibility of installing a pedestrian crossover and/or other safety measure at the intersection of Mortimer Avenue and Durant Avenue.

COMMENTS

Mortimer Avenue is an eastbound and westbound minor arterial roadway operating two-way with a pavement width that varies between 10.6 metres west of Durant Avenue and 15.5 metres east of Durant Avenue. Mortimer Avenue has a posted speed limit of 40 km/h. Durant Avenue is northbound and southbound and operates two-way with a pavement width of 8.5 metres and a posted speed limit of 40 km/h. TTC operates Bus Route 62, on this section of Mortimer Avenue.

Our review of the Toronto Police Service's collision data records disclosed that two collisions were reported at this intersection over a three-year period ending November 5, 2013. None of these collisions involved a pedestrian.

An eight-hour pedestrian volume and delay study was conducted on October 3, 2013 which recorded the frequency of crossings of Mortimer Avenue in the vicinity of Durant Avenue.

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

- 1) a minimum of 200 pedestrians crossing the roadway during the peak hours of a typical weekday; and
- 2) 130 pedestrians waiting to cross for more than ten seconds.

The results disclosed that 96 pedestrians, comprising 90 youths and adults and 6 assisted children crossed Mortimer Avenue in the vicinity of Durant Avenue. Delays in excess of ten seconds were experienced by 3 of the pedestrians. These volumes are representative of the existing pedestrian crossing demand on Mortimer Avenue.

The combination of pedestrians crossing Mortimer Avenue and the delays experienced does not satisfy the technical requirements for the installation of a PXO. Furthermore, observations indicated that there were numerous gaps in the existing traffic flow on Mortimer Avenue to enable pedestrians to cross the roadway with minimal delay.

Staff also evaluated this intersection for the installation of traffic control signals. An eight hour turning movement study was conducted at Mortimer Avenue and Durant Avenue. Our turning movement study results were applied to the traffic control signal warrant analysis. The study results are as follows:

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|-----|--------------------------|------------|
| (a) | Minimum Vehicular Volume | 24 percent |
| (b) | Delay to Cross Traffic | 42 percent |
| (c) | Collision Hazard | 20 percent |

To meet the warrants, 100 percent compliance is required in any one of the categories or a minimum of 80 percent compliance in any two.

Based on our evaluations as indicated above, the technical requirements for a pedestrian crossover or traffic control signals are not met at the intersection of Mortimer Avenue and Durant Avenue.

Councillor Fragedakis has been advised of this recommendation.

CONTACT

Ann S. Khan, P.Eng.
Manager, Traffic Operations
Toronto and East York District
Telephone: 416-397-5021
Fax: 416-392-1920
e-mail: akhan5@toronto.ca

SIGNATURE

Kyp Perikleous
Director, Transportation Services
Toronto and East York District

ATTACHMENT

Drawing No. 421G-1724 dated April 2015

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