



PW12.16.1

Dela Ting
Secretariat, Public Works and Infrastructure Committee
City of Toronto
10th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2

February 28, 2016

To the members of the Public Works and Infrastructure Committee (PWIC),

**Re: 2016.PW11.8, Pedestrian Crossing Protection - Victoria Park Avenue at Conroy Avenue/
Donora Drive**

Public Space Workshop, having done some work in the vicinity regarding supports for active transportation, would like to express support for a traffic control signal, with bicycle “crossride” markings, in the area near Victoria Park Avenue at Donside Drive. We suggest that as the Toronto Transit Commission (TTC) considers transit-stop consolidation for its Victoria Park Avenue revenue service, the TTC and the City study the vicinity of Victoria Park Avenue and Donside Drive as a transit-stop relocation possibility, in combination with a traffic control signal and bicycle crossride markings.

Below are some factors that have led us to the above suggestion:

1. There is an existing bus stop on the west side of Victoria Park Avenue at Medhurst Road, which is just north of Donside Drive; users of this Medhurst Road bus stop would be served by a nearby traffic control signal.
 - If the intersection of Victoria Park Avenue and Donside Drive is a suitable location to relocate the bus stop currently on the east side of Victoria Park Avenue at Conroy Avenue, additional transit users are likely to use a pedestrian crossing here.
2. There is an existing multi-use trail entrance on the west side of Victoria Park Avenue, just south of Donside Drive; another multi-use trail entrance is planned for the east side, again just south of Donside Drive, as shown in the draft Cycling Network Study for Ward 35 (see appendix A).
 - Added trail infrastructure is likely to generate more pedestrian and cyclist traffic across Victoria Park Ave near this intersection. A traffic control signal with both pedestrian crosswalk and bicycle crossride markings will create safer conditions for vulnerable road users accessing destinations on either side of Victoria Park Avenue (see appendix B for examples of bicycle crossride markings).
3. The existing City of Toronto Parks & Trail Map, 2008–2009, already recommends Donside Drive as an on-street trail connection for trail users, including showing crossing at Victoria Park Avenue (see appendix C).
4. According to staff reports related to this agenda item, the average vehicle operating speed on Victoria Park Ave is 67 or 68 km/hr, even though the roadway has a default speed limit of 50 km/hr.

- Lack of observed pedestrians crossing at the two intersection locations studied (i.e., Victoria Park Avenue and Donside Drive, Victoria Park Avenue and Conroy Avenue/Donora Drive) could be due to the high vehicle speeds.
 - One of the staff reports states that a Pedestrian Crossover (PXO) is not advisable due to the high operating speed, “which exceeds the provincial standard of 60 km/h maximum for such a device.” We ask that the committee consider traffic control signals with accessible pedestrian signals (APS) rather than PXOs, as the latter devices can pose challenges for some vulnerable road users (e.g., people with visual impairments can find it difficult to locate a PXO, determine that it has activated, and know that vehicles have fully stopped in both directions). We would also recommend that the City consider undertaking traffic calming measures immediately on this roadway, along with enforcement and education measures, to bring operating speeds down to the legal limit.
5. According to the staff reports, the distance between the existing traffic control signals located at Dawes Road (to the north) and Crescent Town Road (to the south) is approximately 1.1 to 1.2 km (see appendix D).
- This is a great distance. Transit riders and future trail users wanting to get to the opposite side of the road are forced to travel from around 800 m to over 1 km to reach the nearest controlled crossing. Quick, abled-bodied pedestrians may risk the 67 or 68 km/hr traffic and cross the roadway whenever they see an opportunity. For other vulnerable road users – including people with visual impairments, people using wheelchairs or mobility aids, seniors, young children, etc. – dashing across the roadway may prove impossible or too dangerous.

Yours sincerely,

Vivien Leong and Paul Young

cc: Councillor Janet Davis, Ward 31 Beaches-East York
Councillor Michelle Holland (Berardinetti), Ward 35 Scarborough Southwest

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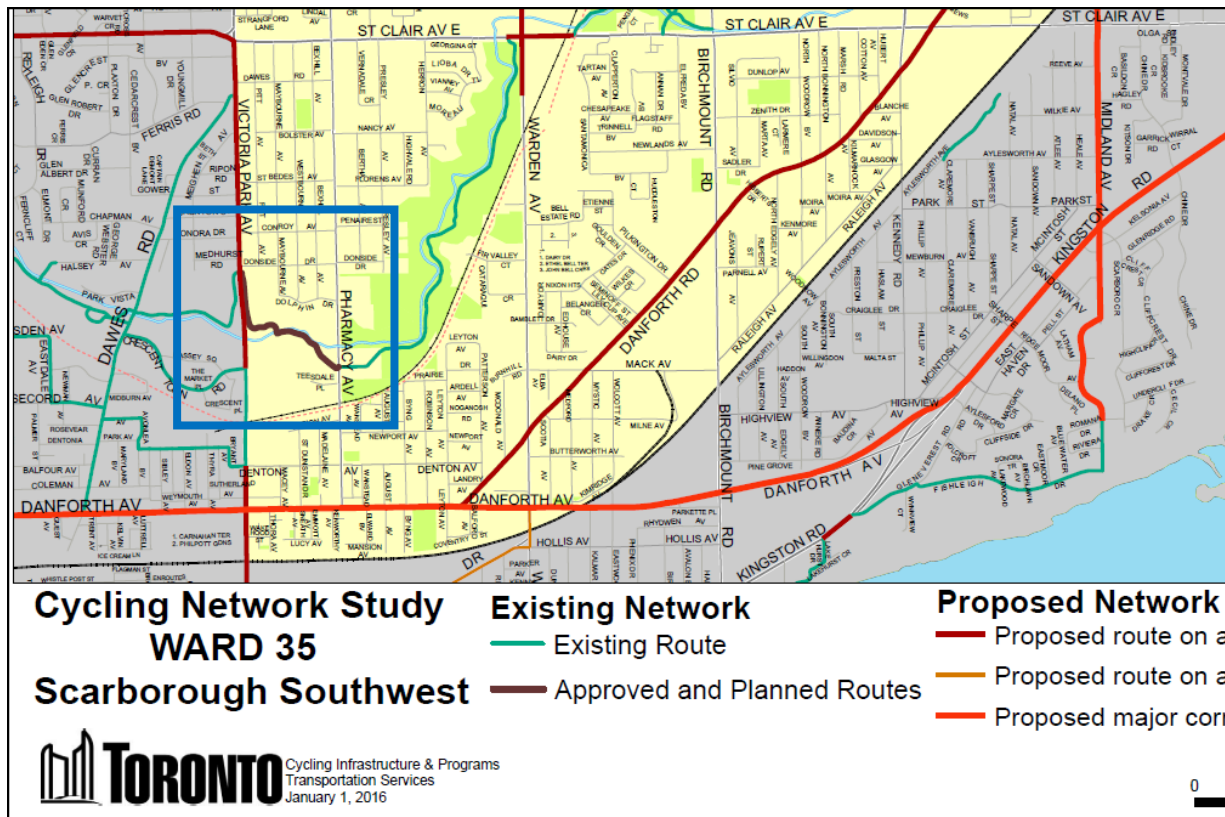
About public space workshop

Public Space Workshop (PSW) is a small consulting office specializing in participatory planning and design. Since 2000, PSW has combined expertise in planning, urban design, communications, facilitation and health promotion to provide services in parks and street design, community planning, design review/audits, interactive workshops and strategic planning.

Appendix A

Cycling Network Study – WARD 35 Scarborough Southwest (January 1, 2016, draft)

Note the approved bike/multi-use trail route through Dentonia Park Golf Course, to connect existing trails (inside blue box). It appears to still involve crossing Victoria Park Avenue just south of Donside Drive.



Source: Detail from

<http://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Cycling/Files/pdf/W/Ward%2035.pdf>

Appendix B

Examples of bicycle crossside markings, from Toronto Multi-use Trail Design Guidelines, December 2014



Source: Pages 41 (top) and 43 (bottom)

https://www1.toronto.ca/City%20of%20Toronto/Transportation%20Services/Cycling/Files/pdf/TORONTO%20MULTI-USE%20TRAIL%20DESIGN%20GUIDELINES-December%202014_Fina_4.pdf

Appendix C

City of Toronto Parks & Trails Map, 2008–2009 (most recent)

Note the suggested on-street route (the brown dotted line) for trail users to connect to the trails (the brown solid line). The on-street route runs east-west along Donside Drive and includes crossing Victoria Park Avenue (where no traffic control signal or PXO currently exists).

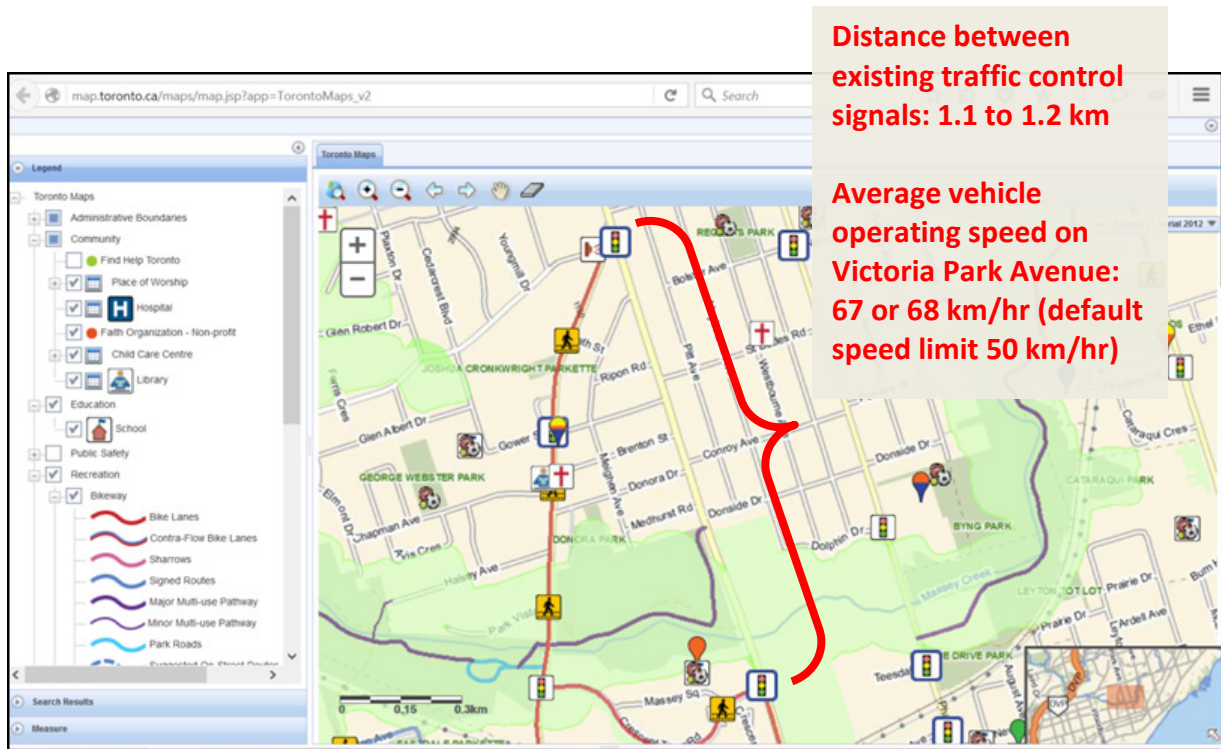


Source: Detail from

http://www1.toronto.ca/City%20Of%20Toronto/Parks%20Forestry%20%20Recreation/Trails/Files/pdf/P/parksTrail_back.pdf

Appendix D

City of Toronto interactive map, showing existing traffic control signals



Source: http://map.toronto.ca/maps/map.jsp?app=TorontoMaps_v2