

Pedestrian Crossing Protection Review - Howard Street

Date: May 5, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 28, Toronto Centre-Rosedale

SUMMARY

This report is about a matter that Community Council has delegated authority to make a final decision provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services is requesting approval to install a pedestrian crossover on Howard Street, east of Ontario Street. The assessment concludes that based on pedestrian volumes, pedestrian delays, environmental standards at this location, and the proposed residential development at 100 Howard Street, a pedestrian crossover is recommended.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District recommends that

1. Toronto and East York Community Council approve the installation of a pedestrian crossover on Howard Street, east of Ontario Street.

FINANCIAL IMPACT

There is no financial impact associated with this report. The developer of Premises No. 100 Howard Street (formerly, 6 Glen Road Block-3) will provide the associated necessary funds to undertake the installation of the pedestrian crossover. The obligation to pay for the costs have been secured through section 37 of the agreement in connection with the rezoning application.

DECISION HISTORY

At its meeting of December 16, 2013, City Council requested the Director, Transportation Services to report to the Toronto and East York Community Council on the feasibility and possible locations for a pedestrian crossing device on Howard Street ([Item No. TE28.7](#)).

COMMENTS

Howard Street between Sherbourne Street and Parliament Street is classified as a local roadway which operates one-way westbound. It has a pavement width of 7.4 metres, posted speed limit of 30 km/h, and municipal sidewalks are located on both sides of the roadway. There is traffic calming in the form of speed humps on Howard Street and the land use is predominantly residential.

The parking regulations on Howard Street are as follows:

North Side

- Parking is prohibited at all times between Sherbourne Street and Parliament Street

South Side

- Parking is prohibited from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Monday to Friday, except public holidays between Sherbourne Street and Glen Road.
- Pay and display parking operates from 9:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m., Monday to Friday; 8:00 a.m. to 9:00 p.m., Saturday and 1:00 p.m. to 9:00 p.m. Sunday between Sherbourne Street and Glen Road.
- Pay and display parking operates from 8:00 a.m. to 9:00 p.m. Monday to Saturday and 1:00 p.m. to 9:00 p.m., Sunday between Glen Road and Parliament Street.
- Parking is prohibited except by permit from 12:01 a.m. to 7:00 a.m. daily.
- Parking is permitted for a maximum period of three hours at all other times.

There is no TTC service provided on Howard Street.

A review of Toronto Police Services collision records for the five-year period ending January 1, 2017 revealed that there has been two collisions involving pedestrians on Howard Street between Sherbourne Street and Parliament Street.

The following locations on Howard Street were studied in July 2015 during the busiest eight-hour period on typical weekdays. Pedestrian volume and delay studies have been conducted to review the feasibility of installing a pedestrian crossover at these intersections as both locations are major pedestrian generators along Howard Street.

- Howard Street at Ontario Street
- Howard Street at Bleeker Street/Redrocket Lane.

The following summarizes the results of our review:

684 pedestrians were recorded crossing Howard Street at Redrocket Lane/Bleeker Street. Of the 684 pedestrians crossing at the above noted location, 122 pedestrians were delayed greater than 10 seconds in crossing.

539 pedestrians were recorded crossing Howard Street at Ontario Street. Of the 539 pedestrians crossing at the above noted location, 69 pedestrians were delayed greater than 10 seconds in crossing.

In order to determine whether the technical warrants to install a pedestrian crossover are met, the justification requirements identified in Ontario Traffic Manual – Book 12 have been used.

Based on the pedestrian volumes and the eight hour traffic volume count on Howard Street, the technical justifications for the installation of a pedestrian crossover are satisfied to the following extent:

Table 1-PXO warrant study results

Location	Pedestrian Volume	Pedestrian Delay
Howard Street and Ontario Street	97%	92%
Howard Street and Bleeker Street/Redrocket Lane	100%	100%

To technically justify the installation of a pedestrian crossover both warrants must be satisfied to 100 percent. As indicated above, the installation of a pedestrian crossover is justified at the intersection of Howard Street and Bleeker Street/Redrocket Lane. However, a second set of criteria is then applied to determine whether the roadway is suitable for a pedestrian crossover. Specifically, these are recommended design standards, or environmental standards, for pedestrian crossovers as developed by the Province of Ontario in consultation with Ontario municipalities to potentially expose factors which can make a pedestrian crossover unsuitable. It was determined that one element of the environmental standards was not met at this intersection, specifically the spacing to the adjacent traffic control signals is substandard. The signalized intersection of Howard Street and Sherbourne Street is 70 metres to the west, whereas the minimum spacing required is 215 metres. (Refer to Appendix A).

Installation of a pedestrian crossover at the intersection of Howard Street and Ontario Street is not technically warranted, however the warrant justification thresholds are close. Considering the future growth conditions of the proposed development at 100 Howard Street, and the fact that this location meets all environmental standard elements, Transportation Services recommends a pedestrian crossover on Howard Street, east of Ontario Street (refer to Appendix B). Installation of a pedestrian crossover will improve the pedestrian crossing environment at this location.

However, with any pedestrian crossing installation, parking must be prohibited within 15 metres of on the approach side to a pedestrian crossover. In this regard, approximately three on-street parking spaces will need to be removed on this section of Howard Street.

Councillor Pam Mc Connell has been advised of the recommendations of this staff report.

CONTACT

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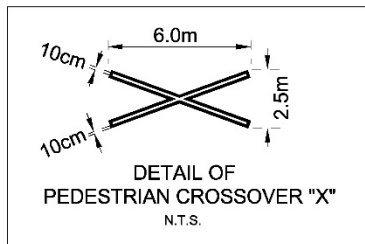
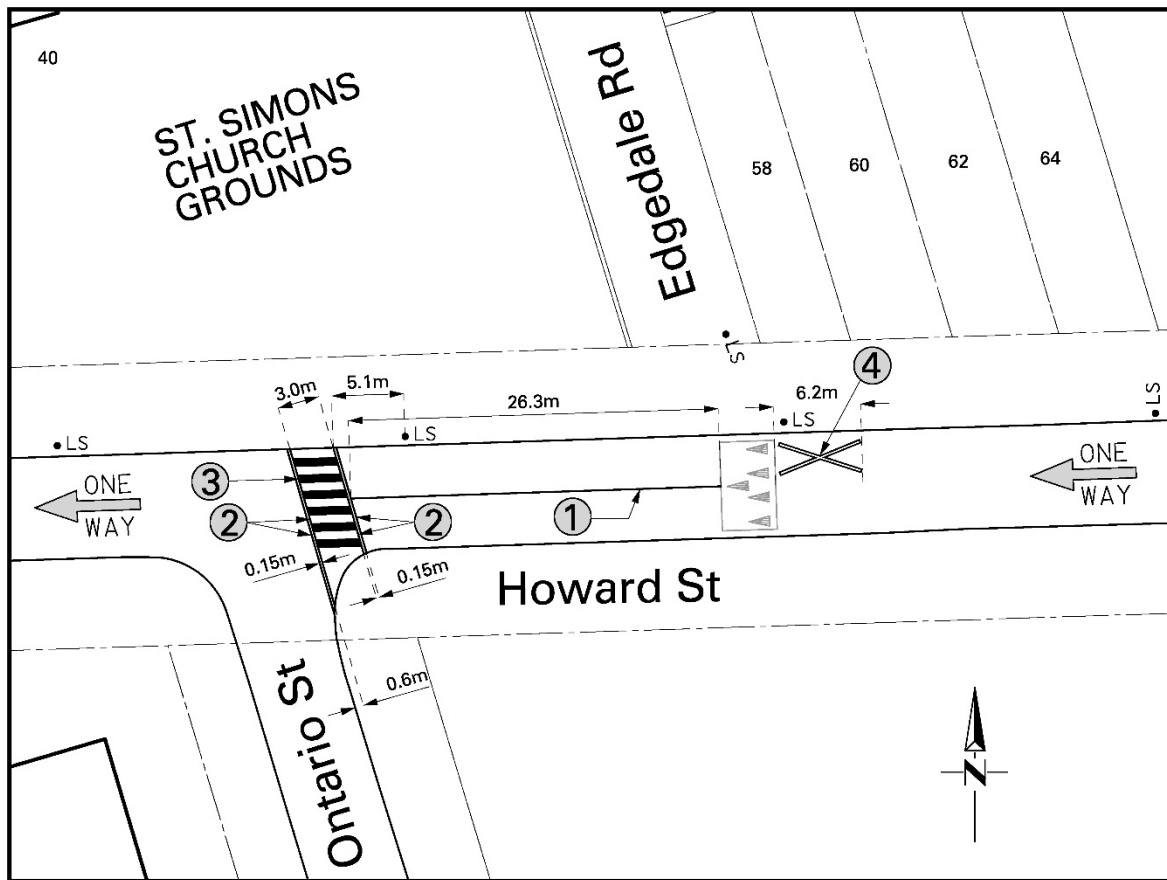
SIGNATURE

Dave Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

ATTACHMENTS


1. Drawing No. 421G - 2490 dated May 2017
2. Appendix A - PXO Environmental Standard Audit (Howard Street and Bleeker Street/Redrocket Lane)
3. Appendix B - PXO Environmental Standard Audit (Howard Street, east of Ontario Street)

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NOTE:
INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION. ALL DIMENSIONS ARE APPROXIMATE. PROPOSED PAVEMENT MARKINGS ARE DEPICTED IN BLACK.

LEGEND

- ① 10cm SOLID WHITE LINE
- ② 15cm SOLID WHITE LINE
- ③ 60cm SOLID WHITE LINE AT 60cm SPACING
- ④ PEDESTRIAN CROSSOVER "X"
- LS LIGHT STANDARD
-  EXISTING ONE-WAY SPEED HUMP

HOWARD ST AT ONTARIO ST PROPOSED PAVEMENT MARKING PLAN

J.T.

DWG. NO. 421G-2490

MAY, 2017

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT

Appendix A
PXO Environmental Standard Audit –
Howard Street and Bleeker Street/Redrocket Lane

Criteria	Criteria Met/Not Met?	Comments
Vehicle operating speed less than 60 km/h.	Met	The current posted speed limit on Howard Street is 30 km/hr
Not more than four lanes wide on a two-way street, or more than three lanes wide on a one-way street.	Met	Howard Street is a one-way, one-lane roadway
Traffic Volume less than 35,000 vehicles per day (total both directions).	Met	Daily traffic volume on Howard Street is approximately 3000 vehicles per day
No significant volume of turning movements which interfere with PXO.	Met	None
No visibility problems exist for either pedestrians or motorists.	Met	None
No loading zones (including TTC) in the immediate area.	Met	None
No driveways or entrances nearby.	Met	None
Not less than 215 metres to another PXO or traffic control device.	Not Met	Traffic control signal at Howard Street and Sherbourne Street, 70 metres to the west

Appendix B
PXO Environmental Standard Audit –
Howard Street east of Ontario Street

Criteria	Criteria Met/Not Met?	Comments
Vehicle operating speed less than 60 km/h.	Met	The current posted speed limit on Howard Street is 30 km/hr
Not more than four lanes wide on a two-way street, or more than three lanes wide on a one-way street.	Met	Howard Street is a one-way, one-lane roadway
Traffic Volume less than 35,000 vehicles per day (total both directions).	Met	Daily traffic volume on Howard Street is approximately 3000 vehicles per day
No significant volume of turning movements which interfere with PXO.	Met	None
No visibility problems exist for either pedestrians or motorists.	Met	None
No loading zones (including TTC) in the immediate area.	Met	None
No driveways or entrances nearby.	Met	None (Edgedale Road, private roadway 33m to the east)
Not less than 215 metres to another PXO or traffic control device.	Met	Traffic control signal at Howard Street and Sherbourne Street, 220 metres to the west