

## **Proposed Pedestrian Crossover – John Garland Boulevard and Jamestown Crescent (east intersection)**

Date: June 6, 2018  
To: Etobicoke York Community Council  
From: Director, Transportation Services, Etobicoke York District  
Wards: Ward 1 - Etobicoke York

### **SUMMARY**

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Transportation Services is seeking approval to install a pedestrian crossover at the intersection of John Garland Boulevard and Jamestown Crescent (east intersection). Although the pedestrian crossover is not technically warranted, the installation is recommended based on a number of other factors staff have considered, namely; the pedestrian generators in the area (i.e., schools and parks), the nearby TTC stops, and the long spacing to adjacent pedestrian crossing protection. A pedestrian crossover at this location will enhance safety for pedestrians in this area.

As the Toronto Transit Commission (TTC) operates bus service on John Garland Boulevard, City Council approval of this report is required.

### **RECOMMENDATIONS**

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The Director, Transportation Services, Etobicoke York District, recommends that:

1. Toronto City Council approve the installation of a pedestrian crossover at the intersection of John Garland Boulevard and Jamestown Crescent (east intersection).

### **FINANCIAL IMPACT**

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The estimated cost for installing traffic control signals at John Garland Boulevard and Jamestown Crescent (east intersection) is approximately \$80,000.00. These funds will be included within the Transportation Services Division's 2019 Capital Budget subject to the availability of funding and competing priorities.

## **DECISION HISTORY**

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This report is the result of a meeting on April 13, 2018, between Transportation Services staff, Toronto Transit Commission, Transit Projects & Pedestrian Projects to address concerns with pedestrians crossing John Garland Boulevard at Jamestown Crescent (east intersection).

## **COMMENTS**

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Transportation Services was requested by the local councillor, on behalf of Greenholme Junior Middle School, to review the need for enhanced pedestrian crossing protection on John Garland Boulevard at Jamestown Crescent (east intersection). This request is to address the long spacing between protected pedestrian crossings that currently exists on John Garland Boulevard.

According to the City of Toronto's Road Classification System, John Garland Boulevard is classified as a 'Collector Road' road having two lanes of traffic in each direction. The roadway has an urban cross-section which includes sidewalks on both sides of the street and has a posted speed limit of 40 km/h. Traffic control signals are located at the intersection of John Garland Boulevard and Kipling Avenue approximately 380 metres east of the study area. Also, a pedestrian crossover is located at John Garland Boulevard and Jamestown Crescent (west intersection) approximately 405 metres west of the study area. A map of the area is Attachment 1.

To address the concerns regarding pedestrian safety and the feasibility of installing a pedestrian crossover, an eight-hour pedestrian and volume delay study was conducted at the intersection of John Garland Boulevard and Jamestown Crescent (east intersection) on Wednesday, November 15, 2017. In order to satisfy the Pedestrian Crossover Warrant, the "Pedestrian Volume" and "Pedestrian Delays" categories must both be 100% satisfied. Our study revealed that these categories were 8% and 0% fulfilled, respectively. The details of our study are summarized the following table.

<b>PXO Warrant</b>	<b>Required Volume</b>	<b>Recorded Volume (adjusted)</b>	<b>Compliance</b>
Adjusted Pedestrian Volume	350*	29	8%
Pedestrian Delays Greater Than 10 Seconds	N/A**	13	0%

\* Based on a twelve-hour vehicular volume of 5,284

\*\* To determine the pedestrian delay warrant compliance, a recorded eight-hour adjusted pedestrian volume of 200 or more is required.

The PXO warrant provides an adjustment factor (of 2) for senior citizens, unassisted children and physically disabled pedestrians. During our 8-hour study period, the majority of pedestrians recorded, 29 in total, were youths or adults.

Our review of the Toronto Police Services' collision records, over the last 3 years of complete data, revealed no reported collisions that were preventable involving a pedestrian.

From a technical perspective, the above findings indicate that the numerical warrants for the installation of a pedestrian crossover are not satisfied at the subject intersection at this time. Nevertheless, Transportation Services considered a number of other non-technical factors in determining whether a pedestrian crossover at John Garland Boulevard and Jamestown Crescent (east intersection) should be installed. These factors included; the pedestrian generators in the area (i.e., schools and parks), the nearby TTC stops, and the long spacing to adjacent pedestrian crossing protection.

After considering the above factors, Transportation Services is recommending the installation of a pedestrian crossover at the intersection of John Garland Boulevard and Jamestown Crescent (east intersection). This crossing protection will enhance overall safety for pedestrians under existing and future conditions.

The Toronto Transit Commission (TTC) operates bus service on this section John Garland Boulevard. The TTC have been advised of the request for a pedestrian crossover on the subject section of John Garland Boulevard and Jamestown Crescent (east intersection) and have no objection to its installation.

## CONTACT

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## SIGNATURE

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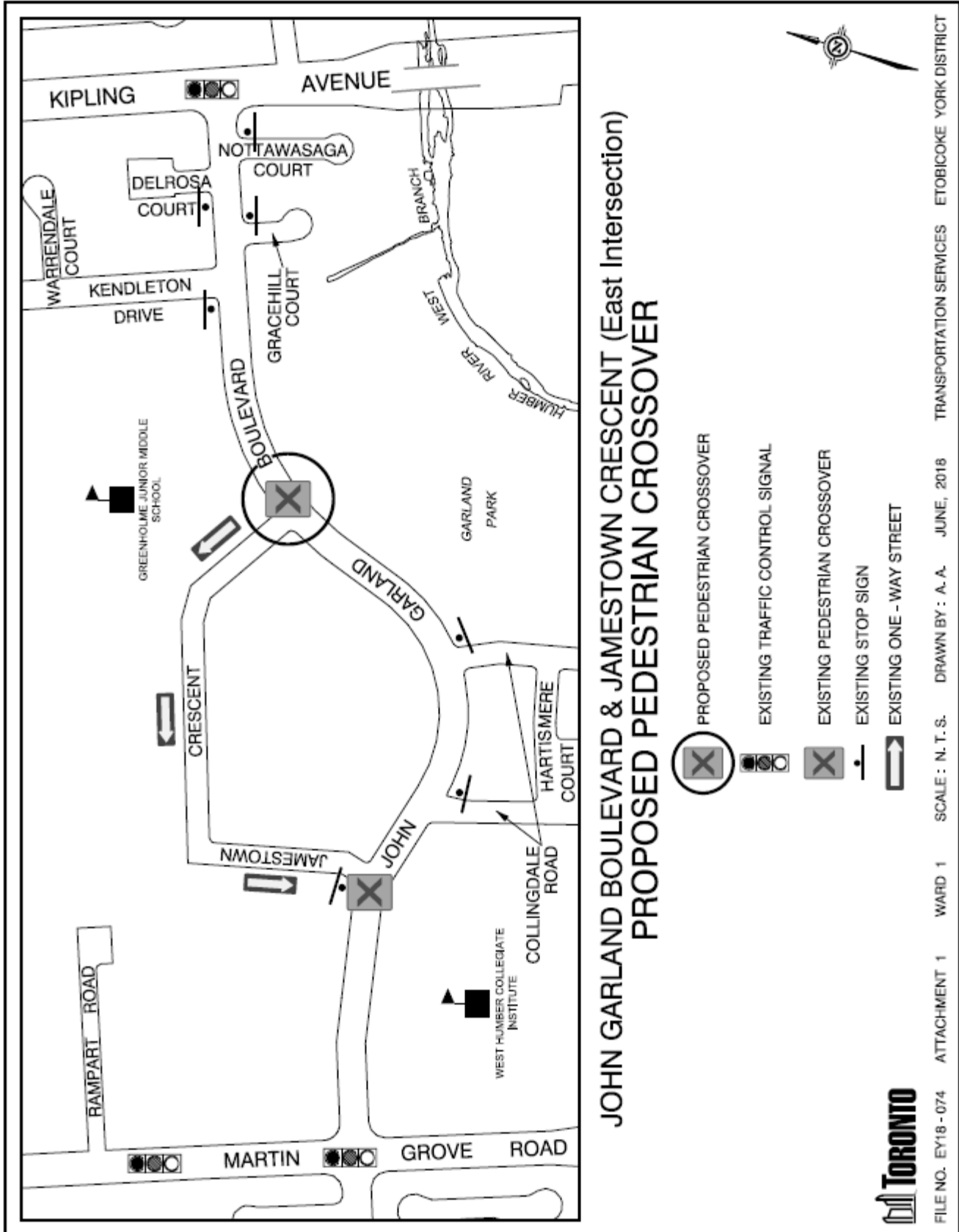
Steven T. Kodama, P.Eng.  
Director, Transportation Services, Etobicoke York District

## ATTACHMENT

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Attachment 1: Area Map

Attachment 1: Area Map



JOHN GARLAND BOULEVARD & JAMESTOWN CRESCENT (East Intersection)  
 PROPOSED PEDESTRIAN CROSSOVER



FILE NO. EY18 - 074 ATTACHMENT 1 WARD 1 SCALE : N.T.S. DRAWN BY : A. A. JUNE, 2018 TRANSPORTATION SERVICES ETOBICOKE YORK DISTRICT