

Pedestrian and Traffic Safety Review - Sherbourne Street

Date: November 13, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 13, Toronto Centre

SUMMARY

At its meeting on July 16, 17 and 18, 2019, City Council directed Transportation Services to review pedestrian and traffic safety on Sherbourne Street, between Bloor Street East and Howard Street. This report provides an overview of the safety review for the requested proposals undertaken by Transportation Services.

RECOMMENDATION

The Acting Director, Traffic Management, Transportation Services, recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

DECISION HISTORY

On July 16, 17 and 18, 2019, City Council adopted [Item MM9.29 Improving Pedestrian Safety on Sherbourne Street between Bloor Street East and Howard Street](#), and, in so doing, directed Transportation Services to review and report back with changes to improve pedestrian safety.

COMMENTS

Transportation Services has been requested by Councillor Kristyn Wong-Tam to review the pedestrian and traffic safety on Sherbourne Street, specifically to review the feasibility of the following proposals:

- relocate the existing pedestrian crosswalk on the north approach of Sherbourne Street at Howard Street to the north side of Selby Street, and also the traffic control signals incorporate Selby Street.
- convert Selby Street from the existing one-way westbound to two-way operation.

Sherbourne Street is classified as a minor arterial road and operates north/south two-way traffic. The pavement width on Sherbourne Street is varied between 12 and 15 metres at the intersections with Howard Street and Selby Street. Sherbourne Street has a posted speed limit of 40 km/h and municipal sidewalks on both sides.

Howard Street is classified as a collector road and operates one-way westbound. It has a pavement width of approximately 7.3 metres, a posted speed limit of 40 km/h and municipal sidewalks on both sides.

Selby Street is classified as a collector road and operates one-way westbound. It has a pavement width of approximately 5.7 metres, a regulatory speed limit of 50 km/h and sidewalks on both sides.

Sherbourne Street and Howard Street/Selby Street form a near-right offset intersection. Selby Street is offset by approximately 25 metres to the north of Howard Street. Currently, traffic on Howard Street and Sherbourne Street is controlled by traffic signals and no traffic entering from Selby Street as it operates one-way westbound. Pedestrian crosswalks are provided on the three approaches of the intersection of Sherbourne Street and Howard Street.

The "75 Sherbourne" bus route provides TTC service on Sherbourne Street and the closest southbound stop is located at the southwest corner of Sherbourne Street and Bloor Street East.

Pedestrian Crosswalk Relocation

Currently, the traffic signals incorporate only Howard Street, and motorist right-of-way within the intersection is clear.

Due to the offset between Howard Street and Selby Street, the potential fully-signalized near-right offset intersection (including Selby Street) will impede motorists' ability to establish the right-of-way within the intersection.

Westbound right-turning traffic on Howard Street may turn to find themselves facing a red signal. These vehicles may risk being involved in a rear-end type collision by stopping.

Most importantly, when the north leg at Selby Street is included in the traffic signal installation, the potential for pedestrian related traffic accidents is heightened. The distance between the north leg at Selby Street and Howard Street may allow westbound traffic on Howard Street turning right onto Sherbourne Street sufficient distance to accelerate to normal operating speeds. This will result in vehicles crossing the crosswalk at right angles to the direction of pedestrian travel, even though both the vehicle and the pedestrians had proceeded on a green traffic signal indication.

A pedestrian crossing observation was undertaken on the existing north crosswalk at Howard Street and the proposed crosswalk location at Selby Street. The following table shows the numbers of pedestrians crossing Sherbourne Street during the one-hour afternoon observation:

Crossing Sherbourne Street at	Green Light	Red light	Total
Howard Street	199	18	217
Selby Street	6	10	16
Total	205	28	233

During the observation, the majority of pedestrians (93%) crossed Sherbourne Street at Howard Street, and most of westbound right-turning motorists on Howard Street yielded to pedestrians.

A review of the Toronto Police Service collision records over a five-year period ending August 31, 2019 revealed that there have been no reported collisions involving a pedestrian crossing Sherbourne Street at Howard Street/Selby Street.

Two-way Operation Conversion

Selby Street has a pavement width of approximately 5.7 metres which is substandard for two-way traffic operation, and may not maintain unblocked two-way traffic flow or meet the criteria for emergency vehicles.

The current parking regulations on Selby Street are as follows:

North Side

- No stopping from a point 71 metres west of Sherbourne Street to a point 30 metres further west;
- Permit parking, from 12:01 a.m. to 8:00 a.m. on other sections of Selby Street;
- Pay-and-display parking from 8:00 a.m. to 9:00 p.m., Monday to Saturday; and from 1:00 p.m. to 9:00 p.m., Sunday; and
- Maximum 3-hour parking at all other times.

South Side

- No parking anytime.

The potential two-way operation on Selby Street will result in the loss of 16 on-street parking spaces. The Permit Parking Unit has been consulted and advised that there are 16 parking spaces available and 8 permits issued on Selby Street, and they would not support removing all permit spaces on Selby Street as it would negatively impact current permit holders.

Furthermore, the potential two-way operation on Selby Street will create eastbound traffic egress from Selby Street into the intersection at Sherbourne Street. Due to the offset nature, eastbound right-turning motorists may turn to face a red signal. This may also allow them accelerate to normal operating speeds and cross the south pedestrian crosswalk at right angle to the direction of pedestrian travel, while both motorists and pedestrians had proceeded on a green signal indication. These confusions may increase rear-end type or pedestrian-related collisions.

Summary

Transportation Services does not support the relocation of the north pedestrian crosswalk on Sherbourne Street at Howard Street/Selby Street and the conversion from one-way westbound to two-way operation on Selby Street for the following reasons:

- the proposal may create confusions/conflicts of right-of-way in the intersection, heighten the potential for pedestrian related or rear-end type collisions;
- substandard pavement width on Selby Street;
- negatively impact current parking permit holders;
- the existing traffic signal installation is operating well and motorist right-of-way in the intersection is clear; and
- there has been no clear pattern of collisions involving crossing pedestrians.

Councillor Kristyn Wong-Tam has been advised of the recommendation of this staff report.

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SIGNATURE

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ATTACHMENTS

1. Drawing No. 421G-3597, dated November 2019

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