

Pedestrian Crossing Protection and Parking Amendments - Parkside Drive, approximately 100 metres south of Spring Road (High Park Trail)

Date: June 13, 2022

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 4, Parkdale-High Park

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Parkside Drive, City Council approval of this report is required.

Transportation Services has reviewed the need for pedestrian crossing protection on Parkside Drive in the vicinity of the High Park Trail. Based on the assessment undertaken, Transportation Services is requesting approval to install traffic control signals on Parkside Drive where it intersects with High Park Trail, located immediately north of The Queensway overpass. Traffic control signals will provide enhanced safety for vulnerable road users using the trail as well as the existing transit stops.

In addition to the installation of traffic control signals, Transportation Services is also recommending that the parking regulations on the west side of Parkside Drive between Spring Road and The Queensway be amended to accommodate on-street paid parking, in conjunction to the installation of the sidewalk on the west side of Parkside Drive, expected to be constructed later in the summer.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council authorize the installation of traffic control signals on Parkside Drive, approximately 100 metres south of Spring Road (at High Park Trail).
2. City Council amend the existing parking prohibition in effect at all times on the west side of Parkside Drive, between Bloor Street West and The Queensway, to be in effect between Bloor Street West and Spring Road

3. City Council amend the existing stopping prohibition in effect from 7:00 a.m. to 9:00 a.m. Monday to Friday, except public holidays on the west side of Parkside Drive, between Bloor Street West and The Queensway, to be in effect between Bloor Street West and a point 30.5 metres south of Spring Road.
4. City Council prohibit stopping from 7:00 a.m. to 9:00 a.m. Monday to Friday, except public holidays on the west side of Parkside Drive between a point 73.5 metres south of Spring Road and The Queensway.
5. City Council authorize the installation of parking machines on the west side of Parkside Drive, between a point 30.5 metres south of Spring Road and a point 43 metres further south to be in effect 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, for a maximum period of three hours and at a rate of \$2.00 per hour.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals on Parkside Drive, approximately 100 metres south of Spring Road, is \$120,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2022 Capital Budget.

DECISION HISTORY

Staff recommendation to install traffic control signals at Parkside Drive approximately 180 metres south of Spring Road (High Park Trail) addresses a new initiative.

On November 9, 2021, City Council adopted Item MM37.1 (Parkside Drive Safety Measures), directing Transportation Services to implement among other items:

1.f) work with the Toronto Parking Authority to install Green P parking spots and any necessary signage and/or physical on-street protection measures on the west side of Parkside Drive between Spring Road and north of the underpass and Bloor Street south to High Park Boulevard once the sidewalks in park 1.d. and 1.e. above are installed:
The City Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.1>

COMMENTS

Transportation Services was requested by the Ward Councillor, on behalf of local residents, to review the need for pedestrian crossing protection on Parkside Drive in the immediate vicinity of High Park Trail, located immediately north of The Queensway overpass. This request is to address the absence of a protected crossing for vulnerable road users including but not limited to TTC patrons and High Park Trail users.

Existing Conditions

Parkside Drive is characterized by the following conditions:

- It is a four-lane, north-south, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 12.8 metres
- The daily two-way traffic volume is approximately 30,700 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited from 7:00 p.m. of one day to 7:00 a.m. of the next following day
- There is TTC service provided by the 80 Queensway bus
- There is a continuous sidewalk located on the east side of the street
- Sidewalk on the west side of the street terminates at the High Park Trail
- Sidewalk is missing north of High Park Trail on the west side of the street

High Park Trail is characterized by the following conditions:

- High Park Trail is a recreational trail that runs east-west
- It travels between Claude Avenue in the east and Ellis Avenue in the west
- Motorized vehicles are prohibited at all times

High Park Trail intersects Parkside Drive. Parkside Drive is free-flow whereas High Park Trail users are expected to stop, wait, find a gap and proceed to cross Parkside Drive when safe. This could compromise pedestrian/cyclist safety.

The adjacent land use on the east side is residential (single unit dwellings) and on the west side is recreational (High Park). There are northbound and southbound bus stop/shelters at the trail crossing.

The closest adjacent traffic control signals are located approximately 110 metres to the north at Spring Road and approximately 195 metres to the south at Lake Shore Boulevard West. Between these two signalized intersections, there is no pedestrian crossing protection provided on Parkside Drive.

A map of the area is included in Attachment 1.

Pedestrian Crossover (PXO)

To determine the need for a PXO at Parkside Drive and High Park Trail, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 15. The OTM justification criteria includes two main factors: the volume of vehicles and pedestrians;

and pedestrian delay to cross traffic. Based on the traffic volume on Parkside Drive, the warrants require a minimum crossing volume of 231 pedestrians over eight hours. Also, based on the pedestrian crossing, at least 113 pedestrians must be delayed for more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on Wednesday, December 15, 2021, which recorded the total volume and delays of pedestrians crossing at Parkside Drive in the vicinity of High Park Trail. Seniors, unassisted children and people with disabilities that are observed crossing are given a higher weighting by a factor of two. The adjusted volume of pedestrians observed crossing was 41; of these, 25 experienced a delay greater than 10 seconds. The compliance level of the study results in relation to the warrant criteria is shown in Table 1 below.

Table 1: Pedestrian Crossover Warrant Criteria and Compliance at Parkside Drive and High Park Trail

Justification	Compliance
Pedestrian Volume	41 (18 percent)
Pedestrian Delay	25 (22 percent)

In order to meet the warrant criteria, 100 percent compliance is required in both categories. Based on the results of the study, a PXO is technically not justified as both the pedestrian volume and delays have not met the minimum requirements.

In addition to the technical criteria, consideration of the surrounding area is given and in some cases engineering judgement may be applied to recommend a PXO even if the number of pedestrians do not meet the threshold of the technical warrants. Due to the long distance between protected crossings, Transportation Services undertook an environmental safety audit.

Environmental safety characteristics were evaluated to ensure that the installation of a PXO would be appropriate at this location. Details of the evaluation are included in Attachment 2. Based on the evaluation, a PXO would not be a suitable type of pedestrian crossing protection at this location because the spacing to the traffic control signals at Parkside Drive and Spring Road to the north and Lake Shore Boulevard West and Parkside Drive to the south is less than 200 metres in addition to the existing TTC shelter/stop and driveways in the immediate vicinity. Therefore, traffic control signals are considered at this location rather than a PXO.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Parkside Drive and High Park Trail, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history. In addition to

these technical justifications, staff consider an environmental checklist which includes consideration of road width, posted speed limit, operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities.

As part of the investigation, staff conducted vehicle and pedestrian counts on Wednesday, December 15, 2021 at the subject intersection. Collision history provided by the Toronto Police Service for the three-year period ending December 31, 2021 disclosed no collision at the subject intersection that was potentially preventable by the installation of traffic control signals. No collisions at the intersection involved pedestrians. The results of the counts and collision hazard are summarized in Table 1.

The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals.

Table 2: Warrant Compliance - Parkside Drive and High Park Trail

Justification	Compliance level
Minimum vehicular volume	0%
Delay to cross traffic (pedestrians and vehicles)	12%
Collision hazard	0%

To meet the technical justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied or any two of the three justifications must be at least 80 percent satisfied. Based on the results in Table 1, the installation of traffic control signals is not justified.

In regards to the environmental checklist, staff noted the following environmental factors:

- the absence of a protected crossing in the vicinity of High Park Trail
- the presence of transit stops in both directions on Parkside Drive that attract pedestrians to cross the street;
- the pedestrian generator in the immediate area, including single-unit dwellings, that attract vulnerable pedestrians to cross the street; and
- the four lane cross-section on Parkside Drive, as well as the volume of traffic using this street.

In considering the above environmental factors, Transportation Services recommends the installation of traffic control signals on Parkside Drive approximately 100 metres

south of Spring Road (High Park Trail) as it will provide enhanced safety for all road users.

The TTC has been advised of our recommendation for the installation of traffic control signals at Parkside Drive and High Park Trail. The TTC has not provided any further comments.

Other Considerations

It should be noted that with the installation of traffic control signals there is a potential for increase in delays to transit service on Parkside Drive as north-south traffic will no longer operate free-flow:

The Ward Councillor has been advised of the recommendation in this report.

CONTACT

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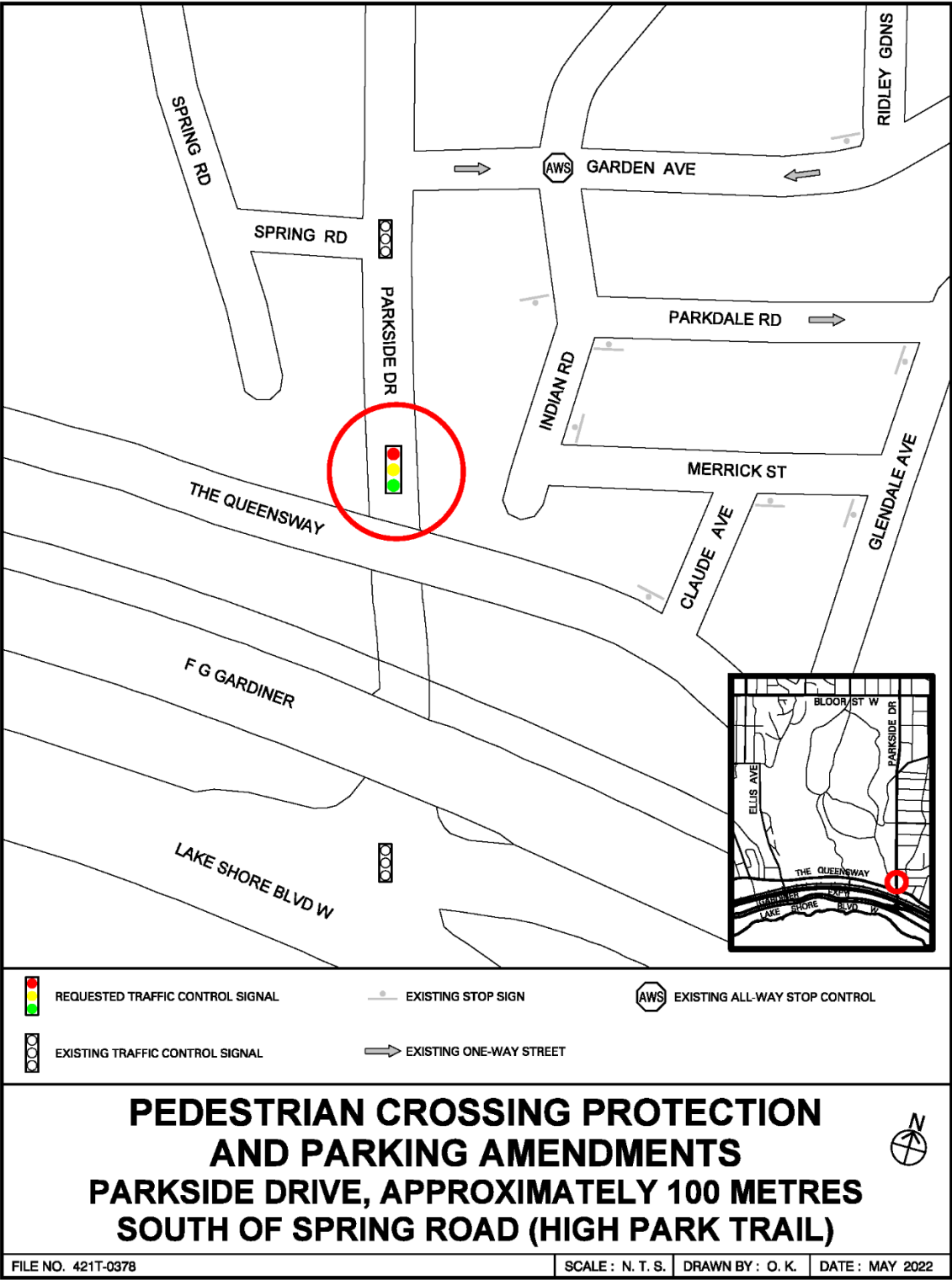
SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Pedestrian Crossing Protection - Parkside Drive Approximately
100 Metres South of Spring Road (High Park Trail)

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Attachment 2: Environmental Safety Audit - PXO - Parkside Drive Approximately 100 Metres South of Spring Road (High Park Trail)

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The 85th percentile speed limit on Parkside Drive is 56 km/h.	Met
Not more than four lanes wide on a two-way street or more than three lanes wide on a one-way street	Parkside Drive operates with two lanes in each direction.	Met
Traffic volume not more than 35,000 vehicles per day	Parkside Drive carries approximately 30,743 vehicles per day.	Met
No significant volume of turning movements	There is no volume of traffic turning to/from Parkside Drive	Met
No visibility problems exist for either pedestrians or motorists	No vertical or horizontal curves.	Met
No loading zones (including TTC) in the immediate area	Northbound and southbound TTC stops north and south of high Park Trail at Parkside Drive.	Not Met
No driveways or entrances nearby	Driveways located in the immediate vicinity of the intersection	Not Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	Spring Road(TCS) - 108 metres north, Lake Shore Boulevard West (TCS) - 196 metres south	Not Met