

Pedestrian Crossing Protection - Mid-Block Beachell Street

Date: March 20, 2023

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 24, Scarborough-Guildwood

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services has reviewed the need for a pedestrian crossover (PXO), between Eglinton Avenue East and Luella Street/Conn Smythe Drive. Based on the assessment undertaken, Transportation Services does not recommend the installation of a mid-block PXO on Beachell Street as the warrant criteria was not met.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council not authorize the installation of a pedestrian crossover mid-block on Beachell Street, approximately 100 metres north of Eglinton Avenue East.

FINANCIAL IMPACT

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

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of a pedestrian crossover mid-block on Beachell Street, the estimated cost is \$120,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2023 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff was requested by the Ward Councillor, on behalf of area residents, to review the need for a pedestrian crossover on Beachell Street, between Eglinton Avenue East and Luella Street/Conn Smythe Drive.

Existing Conditions

Beachell Street is characterized by the following conditions:

- It is a two-way-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 700 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

The adjacent land use in this area is a mix of residential, business and institutional. Scarborough Village Public School (15 Luella Street) is bounded by Beachell Street to the west, Luella Street to the north and Centre Street to the east.

The closest adjacent traffic controls are located approximately 100 metres to the south at Eglinton Avenue East in the form of traffic control signals and all way stop control at Luella Street and Centre Street, and Luella Street/Conn Smythe Drive and Beachell Street.

A map of the area is shown in Attachment 1.

Transportation Services has reviewed the need for a PXO at this location to determine if this crossing device is recommended.

Pedestrian Crossover (PXO)

To determine the need for a PXO on Beachell Street, midblock between Eglinton Avenue East and Luella Street/Conn Smythe Drive, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. 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 Beachell Street, the warrants require a minimum of 200 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 130 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on November 29, 2022 which recorded the total volume and delays of pedestrians crossing at Beachell Street. 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 79; of these, 15 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 Beachell Street, between Eglinton Avenue East and Luella Street/Conn Smythe Drive

Criteria	Compliance
Pedestrian Volume	40 percent
Pedestrian Delay	12 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 not technically justified as the compliance levels did not meet the minimum requirements.

In addition to the technical criteria, consideration is given to the surrounding area and the collision history and in some cases engineering judgement may be applied to recommend a PXO even if the number of pedestrians does not meet the threshold of the technical warrants.

Staff's review of the collision history and surrounding area did not disclose any other environmental factors that would warrant a PXO at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2022 disclosed no collisions at the area of Beachell Street that involved crossing pedestrians.

Based on the above results, the installation of a PXO at this location is not justified due to insufficient pedestrian volume and delays.

Other Considerations

If, despite the findings above, Scarborough Community Council decides to proceed with installing a PXO, the following impact should be noted:

- There will be a loss of approximately eight on-street parking spaces on Beachell Street in association with the installation of a PXO.

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.
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ATTACHMENTS

Attachment 1: Map - Pedestrian Crossover - Beachell Street

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