

Pedestrian Crossing Protection - Leslie Street

Date: June 21, 2024

To: Toronto and East York Community Council

From: Director, Planning, Design and Management, Transportation Services; and
Director, Traffic Management, Transportation Services

Wards: Ward 14, Toronto-Danforth

SUMMARY

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

Transportation Services recommends the installation of a pedestrian crossover (PXO) on Leslie Street, approximately 200 metres north of Unwin Avenue. The proposed PXO would provide a controlled crossing across Leslie Street to connect to the new Leslie Lookout Park, which will be opening to the public in summer 2024.

Transportation Services also recommends that the approval for the temporary traffic control signal at the intersection of Leslie Street and Unwin Avenue be extended for an additional two years, until December 31, 2027.

RECOMMENDATIONS

The Director, Planning, Design and Management, Transportation Services; and Director, Traffic Management, Transportation Services recommend that:

1. Toronto and East York Community Council authorize the installation of a pedestrian crossover on Leslie Street, at a point approximately 200 metres north of Unwin Avenue.
2. Toronto and East York Community Council extend the approval of the temporary traffic control signal on Leslie Street at Unwin Avenue till December 31, 2027, inclusive.
3. Toronto and East York Community Council rescind the existing compulsory stop control for southbound traffic on Leslie Street at Unwin Avenue till December 31, 2027, inclusive.

FINANCIAL IMPACT

The estimated cost for installing a PXO on Leslie Street approximately 200 metres north of Unwin Avenue is \$90,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2025 Capital Budget.

There is no cost associated with the extension of the approval for a temporary traffic control signal on Leslie Street at Unwin Avenue.

DECISION HISTORY

City Council, at its meeting on May 22, 2024, adopted item MM18.36, and in doing so, directed Transportation Services to report back to the July 10, 2024 Toronto and East York Community Council meeting on the appropriate type of pedestrian crossing including a pedestrian signal across Leslie Street at the Leslie Lookout Park.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.MM18.36>

Toronto and East York Community Council, at its meeting on June 6, 2018, adopted Item TE33.82 to approve the installation of temporary Traffic Control Signals on Leslie Street at Unwin Avenue to be in effect from September 1, 2018 until December 31, 2025.

<https://secure.toronto.ca/council/agenda-item.do?item=2018.TE33.82>

COMMENTS

City Council requested Transportation Services staff to review the appropriate type of pedestrian crossing protection for a new marked crosswalk across Leslie Street between Commissioners Street and Unwin Avenue to serve the new Leslie Lookout Park. The Park, which will open in summer 2024, will be a new destination in the Port Lands that will draw visitors from across the city.

A new marked and controlled crossing would allow for pedestrians and cyclists to access the Park from the Martin Goodman Trail located across the street and would serve visitors who arrive by personal vehicle and park on-street. Based on the existing vehicular traffic speeds and volumes, volume of truck traffic and future roadway narrowing proposed as part of 2025 roadway resurfacing, a PXO is recommended.

Due to ongoing construction in the Port Lands, it is recommended that approval for the temporary traffic signal at the intersection of Leslie Street and Unwin Avenue, which is currently set to expire on December 31, 2025, be extended for an additional two (2) years. The two-year extension would allow for future consideration of reverting back to the pre-construction condition of all-way stop control, installing a permanent traffic control signal, or other geometric and operational changes. Moreover, the previously in-place all-way stop control at the intersection of Leslie Street and Unwin Avenue was not

rescinded at the time of introduction of the temporary signal. Recommendation number 3 of this report is intended as a housekeeping item to rectify this matter.

Existing Conditions

Leslie Street is characterized by the following conditions:

- It generally runs north-south through the Port Lands
- It is classified as a collector roadway between Lake Shore Boulevard East and Commissioners Street; between Commissioners Street and Unwin Avenue, it is classified as a local roadway
- It operates two-way traffic on a pavement width of approximately 13 metres
- It provides a single lane of traffic in each direction, with on-street parking allowed on both sides of the street
- The daily two-way traffic volume is approximately 4,200 vehicles per day
- The speed limit is 30 km/h
- It is designated as a Community Safety Zone between Lake Shore Boulevard East and Unwin Avenue
- There is no TTC service provided
- Between Commissioners Street and Unwin Avenue, there is an existing sidewalk on the west side of the street; on the east side of the street is the Martin Goodman Trail

Leslie Street provides access to the Port Lands from the north and is the eastern border of East Port and South Ship Channel areas, as designated in the Port Lands Planning Framework. At present, the surrounding area is industrial in nature, with public park area (Tommy Thompson Park) located to the south. Along the east side of Leslie Street is Ashbridges Bay Water Treatment Plant and the Leslie Street Allotment Gardens.

The Port Lands Planning Framework outlines a Vision for urban renewal and redevelopment of the Port Lands over the next fifty-plus years. In the near-term, several environmental, infrastructure, transportation and park land developments are planned or underway, which will significantly transform the Port Lands. The Leslie Lookout Park, located along the west side of Leslie Street is currently under construction and will open to the public in summer of 2024.

State-of-good-repair road work is also planned in 2025 for Leslie Street between Commissioners Street and Unwin Avenue. This will include bringing the roadway up to current design standards and widening the Martin Goodman Trail, which is located along the east side of Leslie Street.

A map of the area is shown in Attachment 1.

City Council requested that Transportation Services investigate the installation of pedestrian crossing protection for pedestrians accessing the new Leslie Lookout Park from the adjacent Martin Goodman Trail and on-street parking on the east side of the street. Transportation Services has reviewed the need for a pedestrian crossing protection device in this road section and assessed whether a PXO should be recommended as an appropriate device.

Pedestrian Crossover (PXO) - Leslie Street

To determine the need for a PXO, staff would typically 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 Leslie Street, the warrants would require a minimum of 330 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 75 pedestrians must be delayed more than 10 seconds.

However, the proposed PXO is intended to address the future pedestrian crossing environment, not the existing conditions. Therefore, it is not possible to evaluate this location relative to the OTM justification criteria. Given the opening of Leslie Lookout Park will provide a new destination in the Port Lands, it is expected to draw visitors from across the city and will likely meet the pedestrian volume threshold for a PXO. Unfortunately, it is not possible to determine the potential pedestrian delays based on the projected volumes.

Staff also reviewed the collision history at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2023 for the section of Leslie Street between Commissioners Street and Unwin Avenue disclosed no collisions that involved crossing pedestrians.

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. Given the projected pedestrian volumes, as well as the lack of protected pedestrian crossings on Leslie Street between Commissioners Street and Unwin Avenue, Transportation Services is recommending the installation of a PXO on Leslie Street, at a point approximately 200 metres north of Unwin Avenue. This is approximately where the northern-most entrance to Leslie Lookout Park will be located. The installation would be undertaken in conjunction with state-of-good-repair road work, currently planned for 2025.

Environmental safety characteristics were evaluated to ensure that the installation of a PXO would be appropriate at this location. Based on the evaluation, a PXO would be a suitable type of pedestrian crossing protection at this location and would serve the users of this crossing more appropriately than a traffic control signal. Details of the evaluation are included in Attachment 2.

Temporary Traffic Control Signal - Leslie Street and Unwin Avenue

In addition to the new pedestrian crossing at Leslie Street for Leslie Lookout Park, Transportation Services reviewed the existing traffic control signal at Unwin Avenue. This signal was approved by Toronto and East York Community Council in May 2018, as a temporary installation through December 31, 2025.

The purpose of the temporary traffic control signal was to facilitate the safe movement of construction traffic, bicycle and pedestrian users of the Martin Goodman Trail and Tommy Thompson Park and users of the Leslie Street Allotment Gardens, as a significant increase in construction traffic was anticipated due to scheduled City of Toronto and Toronto and Region Conservation Area (TRCA) infrastructure work planned and currently underway.

In conjunction with the planned state-of-good-repair road work, Transportation Services reviewed two options for the intersection of Leslie Street and Unwin Street: converting the existing temporary traffic control signal to a permanent installation or taking no action, which would revert the intersection to all-way stop control after December 31, 2025.

Due to ongoing construction in the Port Lands and uncertainty of future traffic conditions at the intersection of Leslie Street and Unwin Street, Transportation Services recommends extending the temporary approval of the traffic control signal for an additional two (2) years, through December 31, 2027. The extension of the temporary traffic control signal approval would allow for traffic and travel patterns to adjust, following completion of the planned state-of-good-repair work, which will include bringing Leslie Street up to current design standards and widening the Martin Goodman Trail. At that time, the intersection will be reviewed to determine if it should be reverted back to the pre-construction condition of all-way stop control, converted to a permanent traffic control signal, or other geometric and operational changes implemented.

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

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SIGNATURE

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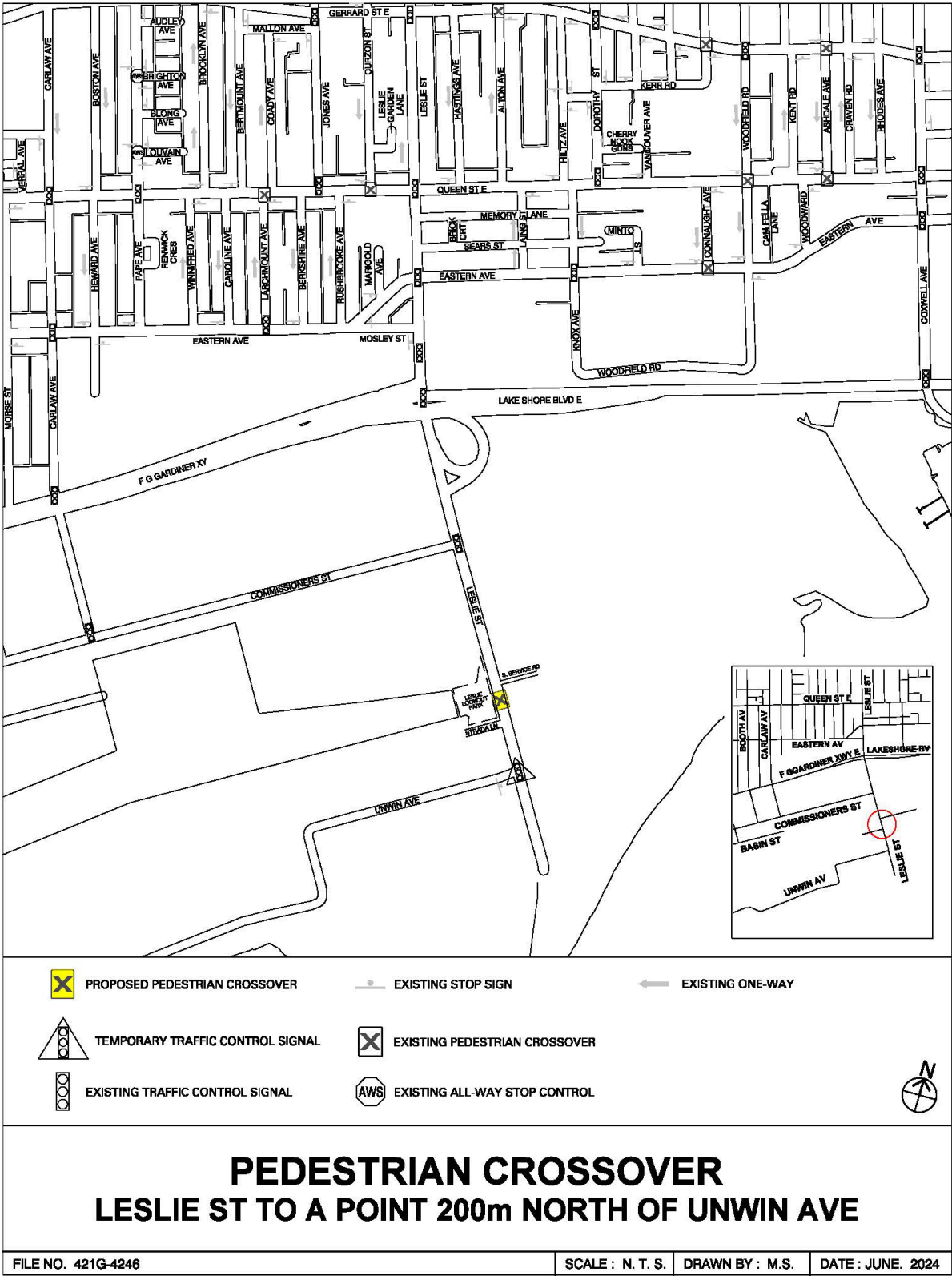
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ATTACHMENTS

Attachment 1: Map - Pedestrian Crossing Protection - Leslie Street

Attachment 2: Environmental Safety Audit - PXO - Leslie Street

Attachment 1: Map - Pedestrian Crossing Protection - Leslie Street



Attachment 2: Environmental Safety Audit - PXO - Leslie Street

Standard	Comments	Standard Met/Not Met
Vehicle operating speed less than 60 km/h	The operating speed on Leslie Street is 50.5 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	Leslie Street operates with a single lane in each direction.	Met
Traffic volume not more than 35,000 vehicles per day	Leslie Street carries approximately 4,200 vehicles per day.	Met
No significant volume of turning movements	The potential PXO would be located mid-block.	Met
No visibility problems exist for either pedestrians or motorists	This section of Leslie Street has no vertical or horizontal curves.	Met
No loading zones (including TTC) in the immediate area	There are no TTC stops or loading zones (commercial/ passenger/ accessible) located on Leslie Street.	Met
No driveways or entrances nearby	There are driveways in this section of Leslie Street, however the PXO would be placed to ensure potential conflicts are minimized and there are sufficient sightlines and turning requirements.	Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	There is a TCS at Unwin Avenue, located approximately 200 metres to the south, and a TCS at Commissioners Street/North Service Road, located approximately 330 metres to the north.	Met