

---

**TO:** GENERAL COMMITTEE

**SUBJECT:** PEDESTRIAN CROSSING ANALYSIS – TORONTO STREET AND PARK STREET

**WARD:** 2

**PREPARED BY AND KEY CONTACT:** A. PURCELL, SENIOR TRANSPORTION OPERATIONS TECHNOLOGIST, EXT. 4884

**SUBMITTED BY:** S. ROSE, CET, TSOS, MANAGER OF TRAFFIC AND ROWA SERVICES

**EXECUTIVE DIRECTOR APPROVAL:** M. BANFIELD, RPP, EXECUTIVE DIRECTOR OF DEVELOPMENT SERVICES

**CHIEF ADMINISTRATIVE OFFICER APPROVAL:** M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

---

### **RECOMMENDED MOTION**

1. That the information contained within Staff Report DEV044-24 be received.

### **PURPOSE & BACKGROUND**

#### Report Overview

2. On March 6, 2024, City Council adopted motion 24-G-031 regarding Investigation of installing a crosswalk at Toronto Street and Park Street as follows:  
  
“That staff in the Development Services Department investigate the feasibility and approximate costs of installing a crosswalk at the corner of Toronto Street and Park Street and report back to the Active Transportation and Sustainability Committee.”
3. Toronto Street is a north/south Minor Collector Roadway located near the downtown core. Within the study area, Toronto Street is an 11 metre wide roadway and has one (1) lane of travel in each direction and a two-way centre left turn lane with sidewalks on both sides. The Average Daily Traffic on Toronto Street is approximately 6,500 vehicles. Queens Park which contains a baseball field, playground, tennis courts and skateboard park is located on the west side of Toronto Street. Please refer to Appendix “A” for the map of the study area.
4. Park Street is an east/west Local Road. Within the study area, Park Street is an 8 metre wide roadway with one (1) lane of travel in each direction. There are no sidewalks on either side of Park Street between Toronto Street and High Street.
5. The Highway Traffic Act (HTA) identifies the rights and responsibilities of pedestrians and motorists at different forms of pedestrian crossings.
  - a) Controlled Crossing – Where vehicles are required to stop or yield to traffic legally in the crossing which includes pedestrians, or

- b) Uncontrolled Crossings – Where pedestrians must wait for a safe gap in traffic sufficient for them to cross the road, prior to entering.
6. Toronto Street in the vicinity of Park Street has two (2) controlled crossings at the signalized intersections of Toronto Street at Ross Street which is approximately 175 metres north and Toronto Street at Dunlop Street West which is approximately 180 metres south.

**ANALYSIS**

7. Staff utilize Ontario Traffic Manual (OTM) Book 15 – Pedestrian Crossing Treatments to help provide information and guidance for uniformity treatment in design of traffic control devices across Ontario. The Decision Support Tool – Preliminary Assessment in OTM Book 15 is used to determine whether PXOs are warranted. The Preliminary Assessment provides a flow chart that requires the following criteria to be met for a site to be a candidate for a PXO.
- a) 8-hour pedestrian volume  $\geq 100$  pedestrians with vehicle volume  $\geq 750$  vehicles
  - b) And the site  $> 200\text{m}$  from another traffic control device
  - c) Requirement for connectivity or pedestrian desire lines
8. 8-hour pedestrian count was completed on July 9, 2024, at Toronto Street and Park Street for the investigation of a PXO. The results of the investigation are as follows.

<b>Decision Support Tool - Preliminary Assessment (OTM Book 15)</b>			
<b>Requirements</b>		<b>Data</b>	<b>Criteria Met</b>
Pedestrian Volume (8 Hours)	$\geq 100$ Pedestrians	20	✘
Vehicle Volume (8 Hours)	$\geq 750$ Vehicles	3,630	✓
Distance from Traffic Control Device	$< 200\text{m}$	175m	✘
Connectivity or Desire Lines	Yes/No	Yes	✓

9. Staff have analysed the 8-hour pedestrian and vehicle volume on Toronto Street. In the total 8-hours, there were 20 pedestrians crossing east/west on Toronto Street and 3,630 vehicles travelling through the study area. This meets the vehicle volume warrant but does not meet the minimum pedestrian volume warrant.
10. The intersection of Toronto Street and Park Street is located close to Queens Park and the Barrie Skate Park. These are two high pedestrian generators where the need for pedestrian connectivity is warranted.
11. The closest controlled crossing, located at Toronto and Dunlop Street West is approximately 175 metres south of Toronto Street and Park Street. This is less than the identified threshold of 200 metres where a proposed PXO would have a negative effect with the existing traffic control device.
12. Park Street has been identified for a renewal project with a design phase starting in 2025 and forecasted for construction in 2029. This project includes the addition of a sidewalk on Park Street connecting to Toronto Street.

- 
13. Staff do not recommend installing a pedestrian crossing (PXO) at the intersection of Toronto Street and Park Street at this time. The pedestrian volume at this location does not meet the minimum pedestrian volume to warrant a PXO. The installation in such low-pedestrian traffic scenarios often leads to poor compliance rates. Specifically, the low volume of pedestrians means that the crossing is unlikely to be used frequently, which can result in minimal adherence to its presence and function.

#### **ENVIRONMENTAL AND CLIMATE CHANGE IMPACT MATTERS**

14. There are no environmental and/or climate change impact matters related to the recommendation.

#### **ALTERNATIVES**

15. The following alternatives are available for consideration by General Committee:

**Alternative #1** General Committee could proceed with installing a pedestrian crossing at Toronto Street and Park Street and that an approximate cost of \$150,000 be included in the 2025 Capital Budget.

This alternative is not recommended as the site did not meet minimum pedestrian volume and is in close proximity to two (2) controlled pedestrian crossings. Installing a PXO at this location could result in low compliance from motorist and result in a dangerous pedestrian crossing and there are no sidewalks currently on Park Street.

#### **FINANCIAL**

16. There are no financial implications for the Corporation resulting from the proposed recommendation.

APPENDIX "A"

Pedestrian Crossing Study Area – Toronto Street

