

Clause embodied in Report No. 10 of the Etobicoke Community Council, as adopted by the Council of the City of Toronto at its Special Meeting held on July 30, 31 and August 1, 2002.

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**Pedestrian Crossing Protection - Dixon Road Between
Kipling Avenue and Chetta Place/Wincott Drive
(Ward 2 - Etobicoke North; Ward 4 - Etobicoke Centre)**

(City Council at its Special Meeting held on July 30, 31 and August 1, 2002, adopted this Clause, without amendment.)

The Etobicoke Community Council recommends the adoption of the following report (May 27, 2002) from the Director, Transportation Services, District 2:

Purpose:

To present the results of traffic studies conducted on Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive.

Financial Implications and Impact Statement:

The funds associated with new traffic control signal installations are contained in the Works and Emergency Services Capital Program under Project No. CTP-702-01. In 2002, \$1.6 million has been approved in the Transportation Services budget for new traffic control signal installations. The estimated cost of installing pedestrian signals on Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive is \$56,000.00 with installation being subject to scheduling and competing priorities.

Recommendations:

It is recommended that:

- (1) pedestrian signals be installed on Dixon Road, 260.0 metres west of Chetta Place/Wincott Drive; and
- (2) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, including the introduction in Council of any bills that may be required.

Background:

Transportation Services staff initiated a study of the need for additional pedestrian crossing protection on Dixon Road between the signalized intersections of Kipling Avenue and Chetta Place/Wincott Drive.

Comments:

Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive has a seven-lane cross-section with a centre turn lane providing access to high-density apartments and a plaza on both sides of Dixon Road. Dixon Road is designated in the City's Road Classification System as a "Major Arterial", and built to urban standards with sidewalks on both sides. A park exists on the north side of the road between the apartment complexes.

Traffic control signals are located 260.0 metres east of the study location at Chetta Place/Wincott Drive and 265.0 metres to the west at Kipling Avenue. A map of the area is Attachment No. 1.

The speed limit on this portion of Dixon Road is 60 km/h, and parking is prohibited on both sides of the road. The TTC operates the Malton 58 bus service on this portion of Dixon Road with bus stops with shelters located within the study area.

To assess traffic conditions on Dixon Road, the following information was obtained:

- (a) eight-hour pedestrian crossings and delays study on Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive;
- (b) a twenty-four hour automatic traffic count on Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive;
- (c) a radar speed study on Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive; and
- (d) a review of the five year collision history on Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive.

To determine the need for crossing protection for this portion of road, study data was applied to the Pedestrian Crossing Warrant established by the Ministry of Transportation of Ontario (MTO) and adopted by the City of Toronto. The analysis of this warrant is based on the 8-hour pedestrian volume and the 12-hour vehicle volume. The results of the study are summarized in the following table:

Date of Study: Wednesday, March 6, 2002

Hours of Study: (7:30 a.m. to 9:30 a.m., 10:00 a.m. to 11:00 a.m., 12:00 noon to 1:30 p.m., 2:15 p.m. to 3:45 p.m., and 4:00 p.m. to 6:00 p.m.)

Study Area Limits: Dixon Road between 100.0 metres east of Kipling Avenue and 100.0 metres west of Chetta Place/Wincott Drive

MTO – PXO WARRANT	REQUIRED VOLUME	RECORDED VOLUME (ADJUSTED)	COMPLIANCE
Adjusted Pedestrian Volume	200	311	156%
Pedestrian Delays > 10 seconds	75	201	268%

To warrant the installation of a pedestrian crossover, compliance levels of 100 percent or more are required in both categories, which is the case on Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive.

The PXO warrant provides an adjustment factor of two for senior citizens, “unassisted” children and physically disabled pedestrians. “Unassisted” children, as defined in the PXO warrant, are those who are not assisted by an adult, an adult school crossing guard or a police officer. During the peak 8-hours, 305 pedestrians were recorded crossing Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive, of which, 2 were “unassisted” children and 4 were senior citizens. The remainder of the pedestrians were classified as youths or adults.

The majority of the pedestrians who were recorded crossing Dixon Road during our study were crossing to and from the TTC bus stops located on both sides of the street, approximately 200.0 metres west of Chetta Place/Wincott Drive.

Although the Pedestrian Crossover Warrant reveals that the technical requirements for this device are achieved, to determine the most appropriate form of crossing protection, staff conducted a pedestrian crossover safety audit. This audit included a detailed review of this location compared with the recommended design standards, or “environmental standards”, for pedestrian crossovers as developed by the Province of Ontario in consultation with Ontario municipalities. These criteria describe a roadway environment suitable for this type of control, and exposure factors, which would make a pedestrian crossover unsuitable or potentially unsafe. The following table outlines our review of these criteria and whether they are satisfied at this location:

Standards or Criteria to be Met for Physical Suitability of a PXO	Met/ Not Met	Comment
Vehicle operating speed less than 60 km/h.	Not Met	85 th percentile is 70 km/h.
Not more than four lanes wide on a two-way street.	Not Met	Seven lanes including centre turn lane.
Traffic volume less than 35,000 vehicles per day (total both directions).	Met	27,060 vehicles per day.
No driveways or entrances nearby.	Not Met	Apartment driveway would be approximately 20.0 metres to the east.

Standards or Criteria to be Met for Physical Suitability of a PXO	Met/ Not Met	Comment
No significant volume of turning movements which interfere with PXO.	Not Met	Turning movements from driveways.
No visibility problems exist for either pedestrians or motorists.	Met	Sightlines are appropriate.
No loading zones (including TTC) in the immediate vicinity.	Met	No TTC bus stops immediately at the intersection.
Not less than 215.0 metres to another PXO or traffic control device.	Met	260.0 metres to traffic control signals at Chetta Place/Wincott Drive.

As described above, the existing PXO fails to meet several of the key environmental standards, the most critical being the seven-lane cross-section.

The following table summarizes the number of reported collisions on Dixon Road between Kipling Avenue and Chetta Place/Wincott Drive for the period January 1, 1997 to December 31, 2001:

YEAR	PEDESTRIAN COLLISIONS	OTHER	TOTAL*
1997	0	2	2
1998	0	6	6
1999	0	2	2
2000	2**	5	7
2001	0	4	4
TOTAL	2	19	21

* Reported collisions that can be verified with a Motor Vehicle Accident (MVA) report.

** One of the pedestrian collisions was a fatality, which occurred 60.0 metres east of Kipling Avenue.

Conclusions:

Considering the results of our operational safety review we do not believe that a pedestrian crossover is a physically suitable pedestrian crossing device for this location. Accordingly, the installation of pedestrian signals is justified.

The installation of pedestrian actuated traffic control signals will provide safe and convenient access for pedestrians, and will not compromise the integrity of the arterial road network. We are recommending that the pedestrian signals be located mid-way between the two existing traffic control signals at Dixon Road and Kipling Avenue and at Dixon Road at Chetta Place/Wincott Drive. This location, we believe, will promote good compliance and will

have the least interference with apartment driveways. TTC staff has also indicated that they will relocate the existing bus stops to be in close proximity to the new pedestrian signals. This is essential, as our concern would be that pedestrians would continue to cross at a mid-block location if the bus stops were to remain at the existing locations.

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(A copy of Attachment No. 1, referred to in the foregoing report, was forwarded to all Members of the Etobicoke Community Council with the agenda for its meeting on July 17, 2002, and a copy is on file in the City Clerk's Office, Etobicoke Civic Centre.)