



**STAFF REPORT  
ACTION REQUIRED**

**Pedestrian Crossover (PXO) Study – Chester Le Boulevard, south of Morecambe Gate**

<b>Date:</b>	October 27, 2008
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Transportation Services, Scarborough District
<b>Wards:</b>	Ward 39– Scarborough Agincourt
<b>Reference Number:</b>	P:\2008\Cluster B\TRA\Scarborough\sc08099 D08-2850385 Chester Le Morecambe Gate pxo

**SUMMARY**

---

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

The purpose of this report is to review the feasibility of the installation of a Pedestrian Crossover (PXO) on Chester Le Boulevard south of Morecambe Gate.

Traffic studies reveal that a Pedestrian Crossover (PXO) is not warranted at this location.

**RECOMMENDATIONS**

---

**Transportation Services, Scarborough District, recommends that Scarborough Community Council:**

1. Not approve the installation of a Pedestrian Crossover (PXO) on Chester Le Boulevard, south of Morecambe Gate.
2. Not pass or amend the appropriate by-law(s) accordingly.

**Financial Impact**

There is no financial impact associated with this report.

**ISSUE BACKGROUND**

Further to a request from Councillor Mike Del Grande and a petition presented at Scarborough Community Council, Transportation Services staff reviewed the feasibility of installing a Pedestrian Crossover (PXO) on Chester Le Boulevard, south of Morecambe Gate.

## COMMENTS

The following characteristics describe the area by the school crossing on Chester Le Boulevard south of Morecambe Gate:

- Chester Le Boulevard, between Morecambe Gate and Pettibone Square is classified as a local roadway.
- Morecambe Gate intersects Chester Le Boulevard on the west side forming a “T” type intersection.
- Chester Le Junior Public School is located on the east side of Chester Le Boulevard.
- Chester Le Boulevard has a posted speed limit of 40 km/h and a 24 hour traffic volume of approximately 2,187 vehicles per day (vpd).
- The land use on the west side of Chester Le Boulevard consists of single/townhouse family residential.
- The intersection of Chester Le Boulevard and Morecambe Gate is controlled by an All-Way Stop Control.
- A School Crossing is located approximately 55 metres south of the All-Way Stop Control of Chester Le Boulevard and Morecambe Gate, and this crossing is attended by Student Safety Patrollers on behalf of Chester Le Junior Public School.
- The school crossing is equipped with signage and pavement markings to help pedestrians/students in their crossing of Chester Le Boulevard at the school.
- Sidewalks are located on both sides of Chester Le Boulevard.

### **Pedestrian Crossover (PXO) Warrant Study**

Transportation Services staff conducted a Pedestrian Crossover (PXO) Warrant Study at the school crossing on Chester Le Boulevard south of Morecambe Gate. Using traffic volumes and pedestrian crossings recorded over the peak eight hours of a typical weekday, the following results were obtained:

Pedestrian Crossover Warrant	Compliance Level
	Tuesday, September 23, 2008
Pedestrian Volume	51%
Pedestrian Delays	0%

Our study revealed a total of 511 pedestrians (adjusted) crossing at this location. Of the pedestrians crossing Chester Le Boulevard, none experienced delays greater than 10 seconds. Observations did not reveal any pedestrian/vehicular conflicts on the day of the study.

To support the installation of a pedestrian crossover, both Warrants must be satisfied to the extent of 100 percent. In order for the pedestrian delay warrant to be met, a minimum of 75 pedestrians must be delayed for periods greater than 10 seconds when waiting to cross Chester Le Boulevard.

In addition, a key element of the Technical Justification or Warrant is the minimum 12-hour vehicular volume that must be recorded and used in the warrant calculations. A minimum threshold vehicular traffic volume of 2,000 vehicles must also be achieved at this location. The peak 12-hour volume on Chester Le Boulevard only totalled 1,094 vehicles.

To meet the Technical Requirements with 2,000 vehicles in a 12 hour period, a minimum of 1,000 pedestrian crossings, including 75 pedestrian crossings with delays more than 10 seconds, would be required.

As outlined in the above table, none of the categories are met. The installation of a pedestrian crossover cannot be justified at the subject location based on the foregoing analysis.

### **Collision History**

A review of the Toronto Police Service collision records for the three-year period ending December 31, 2007 indicates that no pedestrian collisions have occurred at the school crossing; however one pedestrian collision did occur at the townhouse driveway south of the crossing.

This collision record is not indicative of a safety problem at this location.

In summary, a Pedestrian Crossover is not justified and should not be installed at the subject location given the presence of an existing All-Way Stop Control at Chester Le Boulevard and Morecambe Gate and an existing school crossing 55 metres to the south.

### **CONTACT**

Marko A. Oinonen, P.Eng.  
Manager, Traffic Operations, Scarborough District  
Tel: 416-396-7148  
Fax: 416-396-5641  
E-Mail: moinone@toronto.ca

### **SIGNATURE**

---

Peter J. Noehammer, P.Eng.  
Director, Transportation Services, Scarborough District

FJB:ca

### **ATTACHMENTS**

1. Location Plan (Pedestrian Crossover (PXO) Study – Chester Le Boulevard, south of Morecambe Gate)