



STAFF REPORT ACTION REQUIRED

Oakdale Road and Humber River Regional Hospital Driveway/Westview Centennial Secondary School Driveway – Traffic Control Signals

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|--------------------------|---|
| Date: | March 2, 2010 |
| To: | Etobicoke York Community Council |
| From: | Director, Transportation Services - Etobicoke York District |
| Wards: | Ward 7 – York West |
| Reference Number: | p:\2010\Cluster B\TRA\EtobicokeYork\eycc100065-to |

SUMMARY

The purpose of this report is to obtain approval to install traffic control signals on Oakdale Road, at the driveways to Humber River Regional Hospital/Westview Centennial Secondary School.

Installing of traffic control signals is justified as the Pedestrian Crossover Warrant requirements are achieved; however, this form of crossing protection fails to meet several key environmental standards at this location. Installing traffic control signals at this intersection provides safe and convenient access for pedestrians and vehicles crossing Oakdale Road accessing Humber River Regional Hospital/Westview Centennial Secondary School, but results in increased delay to through vehicles on Oakdale Road.

Since the Toronto Transit Commission (TTC) operates a transit service on Oakdale Road, City Council approval of this report is required. TTC staff has been consulted on this item.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. Installing traffic control signals at the intersection of Oakdale Road at the driveways to Humber River Regional Hospital/Westview Centennial Secondary School.

2. Installing traffic control signals conditional on the Toronto District School Board, at their expense, aligning the existing driveway to Westview Centennial Secondary School with the existing driveway to Humber River Regional Hospital, to the satisfaction of the Director, Transportation Services, Etobicoke York District.

Financial Impact

| Type of Funding | Source of Funds | Amount |
|---------------------------------------|-----------------------|--------------|
| Available within capital works budget | Project No. CTP709-01 | \$135,000.00 |

ISSUE BACKGROUND

In response to requests received from the Ward Councillor, as well as staff and students from Westview Centennial Secondary School, Transportation Services examined the need for pedestrian crossing protection across Oakdale Road, near Westview Centennial Secondary School. A map of the area is Attachment No.1. Attachment No.2 is an aerial photograph of the subject intersection.

COMMENTS

Oakdale Road, in the vicinity of the driveways to Humber River Regional Hospital and Westview Centennial Secondary School, is a two-lane minor arterial road with a typical weekday traffic volume of about 12,000 vehicles. The road width is about 11 metres from curb to curb. Humber River Regional Hospital is located on the north side of the street, with Westview Centennial Secondary School on the south side.

Traffic control signals are located approximately 380 metres to the north at Finch Avenue, and an all-way STOP control exists about 700 metres to the south, at Eddystone Avenue. The speed limit on this section of Oakdale Road is 50 km/h.

The Toronto Transit Commission (TTC) operates a transit service on Oakdale Road, with bus stops on both sides of the road east of the driveways to Humber River Regional Hospital/Westview Centennial Secondary School.

Study results were applied to the pedestrian crossover (PXO) warrant, producing the following results:

| | | | |
|---|-----------------|-----------------|------------|
| Location: Oakdale Road @ driveways to Humber River Regional Hospital/Westview Centennial Secondary School | | | |
| Study Date: Tuesday, February 9, 2010 | | | |
| PXO Warrant | Required Volume | Recorded Volume | Compliance |
| Adjusted Pedestrian Volume | 253 | 338 | 134% |
| Pedestrian Delays Greater Than 10 Seconds | 75 | 301 | 401% |

To warrant the installation of a pedestrian crossover, compliance levels of 100 per cent, are necessary in both of the above categories.

The PXO warrant provides an adjustment factor for senior citizens, unassisted children and physically disabled pedestrians. During the eight hour study period, the majority of pedestrians crossing Oakdale Road, near the driveways were youths or adults, as follows:

| Types of Pedestrians | Number of Pedestrians |
|-----------------------------|-----------------------|
| Assisted Children | 6 |
| Unassisted Children | 0 |
| Youths / Adults | 330 |
| Senior Citizens | 1 |
| Physically Disabled Persons | 0 |

Assisted children are children crossing the road accompanied by a youth, an adult or a senior citizen.

Although installing a PXO is technically warranted on Oakdale Road at Humber River Regional Hospital/Westview Centennial Secondary School driveways, considering the road conditions, staff evaluated this location for traffic control signals according to guidelines developed for the “Audit of Operational and Physical Suitability of Pedestrian Crossovers in Toronto.” This review shows that a number of criteria for installing a PXO are not achieved, the most critical being the visibility for pedestrians waiting at the school driveway. As the crossing location is at the end of a horizontal curve on Oakdale Road, it is staff’s opinion that traffic control signals are a safer form of crossing protection at this location. The standards and the comparative characteristics at this location are described in more detail in Appendix “A.”

A review of the Toronto Police Service collision records for the three-year period from January 1, 2007, to December 31, 2009, show that there was one reported crash in the vicinity of the driveways that are be considered preventable by installing traffic control signals. This hit and run crash involved two students from the school crossing the road near the driveway to the school/hospital.

Based on the findings of the pedestrian crossover safety audit, it is recommended to install traffic control signals at the intersection of Oakdale Road at the driveways to Humber River Regional Hospital/Westview Centennial Secondary School. While installing traffic control signals provides for a safer crossing environment for pedestrians at this location and assists vehicles exiting and entering the driveways, it results in increased delay for both private and public transit vehicles on Oakdale Road.

Installing these signals requires that the Toronto District School Board align their driveway to Westview with the driveways to Humber River Regional Hospital. The School Board has indicated that they will, at their expense, create this new driveway to correspond to the installation of the traffic control signals.

CONTACT

Bruce Clayton, Acting Manager, Traffic Operations - Etobicoke York District
Tel: (416) 394-8409; Fax: (416) 394-8942
E-mail: clayton @toronto.ca
AFS11911

SIGNATURE

Allan Smithies
Acting Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix "A" - Environmental Standards for PXO Suitability Table
Attachment 1: Map
Attachment 2: Aerial Photo
Attachment 3: Southwest Photo
Attachment 4: Eastbound Photo

APPENDIX A

Environmental Standards for PXO Suitability

| Standards or Criteria to be Met for Physical Suitability of a PXO | Met/ Not Met | Comment |
|---|-----------------|--|
| Vehicle Operating speed less than 60 km/h | Met | 85 th percentile speed is 56km/h (based on radar speed study, free flow conditions) |
| Not more than four lanes wide on a two-way street, or more than three lanes on a one-way street | Met | Two lanes |
| Traffic volume less than 35,000 vehicles per day (total both directions) | Met | 12,000 vehicles per day |
| No driveway entrances within 30 metres | Not Met | Driveways to Humber River Regional Hospital and Westview Centennial Secondary School |
| No Significant volume of turning movements which interfere with PXO | Not Met | Turning movements to and from driveways |
| No visibility problems exist for either pedestrians or motorists | Not Met | Sightline limited by a curve in the road |
| No loading zones (including T.T.C.) in the immediate vicinity | Not Met | T.T.C. bus stop on both sides of the street |
| Not less than 215 metres to another PXO or traffic device | Met | Traffic signals located at 300 meters north of the proposed location |