



STAFF REPORT ACTION REQUIRED

Pedestrian Safety: 140 Antibes Drive (Antibes Community Centre)

Date:	July 29, 2010
To:	North York Community Council
From:	Director, Transportation Services Division, North York District
Wards:	Ward 10 – York Centre
Reference Number:	<i>ny10117</i>

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Antibes Drive, City Council approval of this report is required.

To obtain approval to install an all way stop control at the intersection of Antibes Drive, north/south two way segment with the westbound one way segment in front of the Antibes Community Centre.

The installation of the all way stop control at the above-noted intersection will establish the appropriate right-of-way controls for vehicles and improve the environment for pedestrians crossing at this location.

RECOMMENDATIONS

Transportation Services Division, North York District recommends that North York Community Council:

1. Amend Schedule XVIII of By-law No. 31001, of the former City of North York, to delete the Through Highways designation for Antibes Drive from the easterly limit of Torresdale Avenue to the easterly limit of Torresdale Avenue;
2. Amend Schedule XVIII of By-law No. 31001, of the former City of North York, to install the Through Highways designation for Antibes Drive from Torresdale Avenue (north leg) to Antibes Drive (westbound one way segment);

3. Amend Schedule XVIII of By-law No. 31001, of the former City of North York, to install the Through Highways designation for Antibes Drive from Torresdale Avenue (south leg) to Antibes Drive (westbound one way segment); and
4. Amend Schedule XIX of By-law No. 31001, of the former City of North York, to require all traffic to stop at the intersection of Antibes Drive (north/south segment) at Antibes Drive (westbound one way segment).

Financial Impact

All costs associated with the implementation of the all way stop control are included within the Transportation Services Division's 2010 Operating Budget.

ISSUE BACKGROUND

Transportation Services Division, North York District, has reviewed a request from the Pedestrian Projects Unit on behalf of area residents and Neighbourhood Action Group (N.A.G.) to install a pedestrian crossing protection in front of Antibes Community Centre located at 140 Antibes Drive.

COMMENTS

Antibes Drive is designated as a two lane collector road with a regulatory speed limit of 50 km/h and a daily two way traffic flow of approximately 4500 vehicles per day, forming a half moon crescent with the exception of the two east/west legs connecting to Bathurst Street. The Antibes Community Centre is located on the west side of Antibes Drive between the north leg, which operates in a westbound one way direction and the south leg which operates in an eastbound direction providing access and egress to Bathurst Street, respectively. Given the geometry of the roadway and directional designations, Antibes Drive forms two "T" intersections in front of the community centre, with the northerly eastbound leg of traffic being required to stop prior to accessing the north/south two way portion of the roadway. There are no traffic controls at the southerly "T" intersection. Municipal sidewalks are located on both sides of the roadway providing safe passage for pedestrians in the area.

The Toronto Transit Commission operates a surface transit route on Antibes Drive in a counter clockwise manner, providing service not only to the Community Centre but also to the residential community which is primarily comprised of high rise rental apartments and condominiums.

In order to address the residents' concerns, this Division has undertaken the appropriate studies to identify the existing traffic conditions and the feasibility of installing a pedestrian crossover or an all way stop control in front of the Antibes Community Centre.

Pedestrian Crossover Review

An eight hour pedestrian delay study was undertaken on June 21, 2010. The technical warrants for the installation of a pedestrian crossover are satisfied to the following extent:

Warrant 1:	Pedestrian Volume	79%
Warrant 2:	Pedestrian Delay	12%

In order to meet the technical requirements for the installation of a pedestrian crossover, both warrants must be satisfied 100 percent. The study revealed that during the eight hour period, 453 pedestrians crossed Antibes Drive in the vicinity of Antibes Community Centre.

For a pedestrian crossover to be warranted based on the existing vehicular traffic volumes of approximately 3400 vehicles over a 12 hour period, a minimum of 570 pedestrians must be observed crossing the roadway and 75 must be delayed greater than 10 seconds. Accordingly, the installation of a pedestrian crossover is not justified at this location.

All Way Stop Control Review

An all way stop study was conducted on July 22, 2010, from 3:30 p.m. to 5:30 p.m. at the two intersections in the vicinity of Antibes Community Centre. The purpose of this study is to update vehicle and pedestrian volumes, assess the existing roadway geometry and collect intersection collision statistics.

The results are as follows:

	Antibes Dr at Antibes Dr (Westbound one way Segment)	Actual	Required	Satisfied (YES/NO)
A:	Collision History	2/3 yrs	9/3 yrs	NO
B1:	Total Vehicle Volumes	662	375/avg hr	YES
B2:	Combined Vehicle & Pedestrian Volumes Crossing Major Road	493	150/avg hr	YES
B3:	Percentage of Traffic on Major Road	30 %	≤70	YES
	Overall Warrant			YES

	Antibes Dr at Antibes Dr (Eastbound one way Segment)	Actual	Required	Satisfied (YES/NO)
A:	Collision History	0/3 yrs	9/3 yrs	NO
B1:	Total Vehicle Volumes	304	375/avg hr	NO
B2:	Combined Vehicle & Pedestrian Volumes Crossing Major Road	49	150/avg hr	NO
B3:	Percentage of Traffic on Major Road	86 %	≤70	NO
	Overall Warrant			NO

In order for the all way stop “Overall Warrant” to be warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved.

A review of Toronto Police Service collision records revealed that in a three-year period ending December 31, 2009, there have been two collisions at the north portion intersection and zero collisions at the south portion intersection of a type susceptible to correction by the installation of an all way stop control.

In view of the above study results, an all way stop control is justified at the intersection of Antibes Drive (two way section) with the north leg (westbound one way section) in front of the Antibes Community Centre.

Motorist and pedestrian sight lines were found to be clear and unobstructed for all approaches to the intersection. It should also be noted that the stopping sight distance for motorists approaching the proposed new northbound and southbound stop controls will exceed the minimum stopping sight distance of 65 metres for a roadway with a design speed of 50 km/h.

In addition to installation of the all way stop control, staff will be requesting that the North York District Road Operations install the appropriate sidewalk leads and accessibility ramps at this intersection.

The Transportation Services Division supports the installation of the all way stop control at the above noted intersection. The installation of the all way stop control will establish right-of-way control for vehicles approaching the intersection and improve the environment for pedestrians crossing at this location.

Councillor Michael Feldman has been advised of the recommendations in this staff report.

CONTACT

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SIGNATURE

Myles Currie, B.A.
Director

ATTACHMENTS

Attachment 1: Map – All Way Stop Control: Antibes Dr(*ny10117_map1*)
Attachment 2: Map – Intersection Modifications: Antibes Dr (*ny10117_map2*)