

Pedestrian Crossover (PXO) and All Way Stop Control: Thorncliffe Park Drive

Date:	May 22, 2012
To:	North York Community Council
From:	Acting Director, Transportation Services, North York District
Wards:	Ward 26 – Don Valley West
Reference Number:	<i>ny12061</i>

SUMMARY

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

To obtain approval for the relocation of the Pedestrian Crossover (PXO) at the intersection of Thorncliffe Park Drive and Milepost Place/Grandstand Place to a point 120 metres south of the intersection. In addition, an All Way Stop Control be installed at the intersection of Thorncliffe Park Drive and Milepost Place/Grandstand Place. TTC staff has been advised of the proposed relocation and installation of the PXO.

The relocation of the existing PXO and the installation of an All Way Stop Control at the intersection of Thorncliffe Park Drive and Milepost Place/Grandstand Place will improve the level of pedestrian safety and compliance in the Thorncliffe Park Drive community.

RECOMMENDATIONS

Transportation Services, North York District, recommends that City Council:

1. Approve the installation of Pedestrian Crossover (PXO) on Thorncliffe Park Drive 120 metres south of Milepost Place/Grandstand Place;
2. Approve the removal of Pedestrian Crossover (PXO) on the south leg of the intersection of Thorncliffe Park Drive and Milepost Place/Grandstand Place; and

3. Approve the installation of an All Way Stop Control at the intersection of Thorncliffe Park Drive and Milepost Place/Grandstand Place.

Financial Impact

All costs associated with the relocation of the existing PXO and installation of an All Way Stop Control is included in the Transportation Services 2012 Operating Budget.

ISSUE BACKGROUND

Transportation Services, North York District, has received numerous complaints from the area residents regarding pedestrian crossing difficulties along Thorncliffe Park Drive in the area south of Milepost Place/Grandstand Place and have been requested to review the feasibility of replacing the existing PXO with an All Way Stop Control and install a new PXO near of 35 Thorncliffe Park Drive.

COMMENTS

Currently, pedestrian crossing protections are provided at three locations on Thorncliffe Park Drive. In the vicinity of 35 Thorncliffe Park Drive, Pedestrian Crossovers (PXO) are located approximately 184 metres to the north at Milepost Place and also approximately 244 metres to the south-east in front of the library. The majority of pedestrians crossing the west leg of Thorncliffe Park Drive are using the pedestrian walkway located opposite the north limit of 35 Thorncliffe Park Drive. The walkway provides pedestrian access to the local park, school and plaza.

Thorncliffe Park Drive is a collector road with a posted speed limit of 40 km/h. There are numerous residential apartment buildings that generate a high volume of pedestrian activity. In order to assess the nature of pedestrian crossing activity, this Division has conducted a review of pedestrian activity on the west leg of Thorncliffe Park Drive.

The technical warrants for the installation of a Pedestrian Crossover were satisfied to the following extent:

	Warrant	Compliance
Warrant 1	Pedestrian Volume	126 %
Warrant 2	Pedestrian Delay	533 %

To support the installation of a Pedestrian Crossover, both warrants must be satisfied 100 percent. Our study revealed that during the eight-hour study, a total of 830 pedestrians crossed Thorncliffe Park Drive, in the immediate vicinity of 35 Thorncliffe Park Drive, whereas a minimum of 275 are required. Of the pedestrians that crossed, 400

experienced delays greater than 10 seconds, whereas a minimum of 75 pedestrians must be observed being delayed crossing the road.

Given the study results, the installation of a Pedestrian Crossover is warranted. Although a Pedestrian Crossover is warranted at this location, in order to ensure that the installation of a Pedestrian Crossover is the most suitable traffic control measure, this Division also subjected the proposal to an Environmental Audit.

The Environmental Audit takes into consideration the geometry of the roadway, traffic flow, sight lines, and spacing of adjacent traffic control measures. If motorist speeds are too high, the traffic volumes are too great, or the road is too wide, the operational safety of the Pedestrian Crossover is compromised.

The following table illustrates the results of the Environmental Audit.

Environmental Audit

Standard/Criteria to be met for physical suitability of a pedestrian crossover	Met / Not Met	Comment
Vehicle operating speed less than 60 km/h	Met	Posted Speed 40 km/h and 41 km/h is 85th percentile speed
Not more than four lanes wide on a two-way street, or more than three lanes wide on a one-way street	Met	2 lanes
Traffic Volumes less than 35,000 vehicles per day (total both directions)	Met	5000 vehicles per day
No driveways or entrances nearby	Met	Private driveways at reasonable distance from the proposed PXO location
No significant volume of turning movements which interfere with PXO	Met	No significant Turning movements at PXO
No visibility problems exist for either pedestrians or motorists	Met	No significant sightline issues
No loading zones (including TTC) in the immediate vicinity	Met	NB near side and SB far side TTC stops
No less than 215 metres to another PXO or traffic control device	<i>Not Met</i>	All Way Stop control located 184 m north of location

The results of the audit indicate that only one out of eight criteria failed at this location and that a Pedestrian Crossover is suitable. Typically, when the Audit fails the installation of a traffic control signal would then be considered and would be installed regardless of the warrant requirement for the installation of a traffic control signal.

The installation of Pedestrian Crossover (PXO) on Thorncliffe Park Drive, 120 metres south of Milepost Place/Grandstand Place will improve the level of safety for pedestrians crossing Thorncliffe Park Drive at this location. The replacement of the PXO at the intersection of Thorncliffe Park Drive and Milepost Place/Grandstand Place with an all way stop control will provide an additional protected crossing facility on this section of road.

The Ward Councillor supports the replacement of the existing Pedestrian Crossover (PXO) just east of Milepost Place/Grandstand Place on Thorncliffe Park Drive with an All Way Stop Control and installation of new Pedestrian Crossover (PXO) on Thorncliffe Park Drive 120 metres south of Milepost Place/Grandstand Place.

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SIGNATURE

Pascoal D'Souza
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ATTACHMENTS

Attachment: Map – Thorncliffe Park Dr at Milepost Place/Grandstand Place