

**Enhancing Pedestrian Safety - Stopping Prohibition
within 15 metres of Pedestrian Crossovers (PXOs) On
Collector and Local Streets**

Date:	January 26, 2012
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	All Wards
Reference Number:	PW2012035te.top.doc

SUMMARY

This report seeks approval from City Council to amend the City of Toronto Municipal Code Chapter 950, Traffic and Parking and the applicable traffic by-laws of the former area municipalities, in order to extend the current "No Stopping Anytime" regulation to apply on all collector and local roads within 15 metres on the approach side to a Pedestrian Crossover (PXO). This provision is already applicable on all arterial streets and on certain local and collector roads (comprising about three quarters of the PXO network). This report also seeks authority to eliminate the current requirement to sign the stopping prohibition within 15 metres on the approach side to PXOs on local and collector roads.

Extending the compulsory "No Stopping Anytime" regulation to a distance of 15 metres and eliminating the requirement for signage on the approach side of all PXOS will improve sight lines between motorists approaching the PXOs and pedestrians wishing to cross the street and enhance operational safety, and will resolve enforcement issues arising from differing standard by-law and signage provisions based on road classification.

RECOMMENDATIONS

The General Manager of Transportation Services recommends that:

1. City Council make stopping prohibitions uniform at all pedestrian crossovers within the City of Toronto by amending the general stopping prohibitions on the approach side to pedestrian crossovers on all local and collector roadways such that the

prohibition will be in effect within 15 metres on the approach side, without the requirement for signage.

2. City Council make any appropriate and necessary corresponding amendments to the Table to subsection 950-1201A in City of Toronto Municipal Code Chapter 950, Traffic and Parking, to reflect a fixed fine amount of \$60.00 associated with the revised offence created by Recommendation 1 above.
3. City Council authorize the City Solicitor, in consultation with the General Manager of Transportation Services, to prepare and submit the appropriate bill(s) to Council to give effect to Recommendations 1 and 2 above.

Financial Impact

This is an amendment to the City of Toronto Municipal Code and related traffic by-laws in effect in Toronto. Since this regulation would apply at all PXOs, signs are not required to give effect to this regulation. However, at many locations across the City, the current nine-metre stopping prohibition has been augmented with signs. This will require making an adjustment to the existing signage at these locations.

Funds to implement signage changes where necessary in the estimated amount of \$250.00 per location (applicable at approximately 125 locations) are available in the Transportation Services Division's 2012 Operating Budget.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of May 11, 2010, City Council adopted Item PW32.6 entitled, "Prohibition of Stopping at all Times Within 15 Metres on the Approach to a Pedestrian Crossover (PXO)" to extend the stopping prohibition from nine metres to 15 metres on the approach to all PXOs located on major and minor arterial roads with no signage required, and on the approach side to PXOs located on those local and collector roadways where certain criteria have been met and where signs to that effect are posted.

ISSUE BACKGROUND

Currently, stopping is prohibited within 15 metres on the approach side to PXOs on all major and minor arterial roadways, unsigned; within nine metres on the approach side to PXOs on local and collector roadways, if unsigned; and within 15 metres on the approach side to PXOs on local and collector roadways, where signs are posted. Additionally, stopping is prohibited from a PXO to nine metres beyond at all PXO locations, unsigned. In effect, the 15 metres stopping prohibition is already applicable at about three quarters of the City's roughly 500 PXO locations.

Since 2010, staff have received several requests to make enhancements at PXOs on collector and local roads across the City. In addition, some confusion in terms of enforcing the current provision has been noted.

COMMENTS

Transportation Services is nearing completion on a multi-year program to upgrade and enhance safety elements at the City's 500-plus network of PXO locations. This has involved converting a number of locations to traffic control signals, upgrading lighting, highly visible pavement marking enhancements and the aforementioned changes to prohibit stopping within 15 metres on the approach at all arterial and some collector and local road locations. Consistent treatment for all PXOs across the City, regardless of road classification, is recommended by staff.

For a PXO to operate safely and successfully in terms of collision record and comfort levels for pedestrians, drivers must be able to recognize in advance that a pedestrian is waiting to cross the road and a pedestrian must be able to clearly see oncoming traffic.

While lighting and pavement markings in advance of a PXO make a motorist aware that they are approaching a PXO and to be alert for pedestrians wanting to cross the road, visual distractions and background clutter make it equally important that both the motorist and pedestrian are able to clearly see each other.

A vehicle parked between a point nine metres and 15 metres in advance of a PXO can reduce advance sight lines to less than 30 metres between a driver approaching the crosswalk and a pedestrian standing at the curb waiting to cross the road. A vehicle travelling on a level grade, on good road surface conditions, at a speed of 50 kilometres per hour, requires an unobstructed sight line stopping distance of about 60 metres for the driver to react and safely bring the vehicle to a complete stop.

Council has previously granted authority to extend the general stopping prohibition from within nine metres of a PXO to apply within 15 metres on the approach side to PXOs on all arterial-type roads and on the approach side to PXOs on certain local and collector roads. However, the public is not necessarily aware of a road's classification and providing regulatory consistency is an important part of promoting compliance with any regulation. Extending the general stopping prohibition to apply within 15 metres on the approach side at the remaining PXOs is operationally prudent as it will provide an unobstructed advance sight line of about 60 metres and enhance safety. Eliminating the requirement for signage that currently applies only to the 15-metre stopping prohibition on local and collector roads will make signage requirements consistent at all PXOs.

It is noted that at the affected PXO locations this regulation could eliminate a legal parking space on the side of the road approaching the PXO.

If the recommendations contained in this report are approved, the revised "No Stopping" regulation in proximity to pedestrian crossovers will come into force after the set fine approval related to the revised offense is received.

CONTACT

Andrew Koropeski, P.Eng., Director
Toronto and East York District
Phone: 416-392-7714
Fax: 416-392-1920
E-mail: akoropes@toronto.ca

SIGNATURE

Gary Welsh, P.Eng.
General Manager, Transportation Services

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