



STAFF REPORT ACTION REQUIRED

Traffic Control Signals - Martin Grove Road and Rampart Road

Date:	August 13, 2013
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 1 – Etobicoke North
Reference Number:	p:\2013\Cluster B\TRA\EtobicokeYork\eycc130104-to

SUMMARY

The purpose of this report is to obtain approval for the installation of a mid-block traffic control signals on Martin Grove Road at a point 43 metres south of Rampart Road in order to facilitate safe crossings for pedestrians. Since the Toronto Transit Commission (TTC) provides service on Martin Grove Road, City Council approval of this report is required.

The installation of a pedestrian crossover is justified as the technical criteria have been met; however, this form of crossing protection fails to meet several key environmental standards at this location. As an alternative, installing pedestrian activated mid-block signals at this location provides safe and convenient access for pedestrians crossing Martin Grove Road.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. The installation of mid-block pedestrian activated traffic control signals on Martin Grove Road at a point approximately 43 metres south of Rampart Road.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within capital works budget	Project No. CTP709-01	\$70,000.00

ISSUE BACKGROUND

As a result of a request received from the Ward 1 Councillor, on behalf of area residents, Transportation Services were requested to study Martin Grove Road in the area of Rampart

Road to determine the need for pedestrian crossing protection across Martin Grove Road. A map of the area is Attachment 1.

COMMENTS

Martin Grove Road, in the vicinity of Rampart Road, is a four-lane minor arterial road with an average daily traffic of about 15,000 vehicles. The road width is approximately 17.0 metres from curb to curb. The area includes low rise residential town homes and a shopping plaza with a large grocery store. The statutory speed limit on Martin Grove Road in the area of Rampart Road is 50 km/h.

Traffic control signals are located approximately 190 metres to the south at Martin Grove Road and John Garland Boulevard and 368 metres to the north at the Finch Avenue West and Martin Grove Road intersection.

The Toronto Transit Commission (TTC) provides service on Martin Grove Road including an existing northbound bus stop at the southeast corner and southbound bus stop at the northwest corner of the intersection of Rampart Road.

To assess pedestrian crossings, pedestrian delay studies were conducted on Thursday, June 20, 2013, at the intersection of Martin Grove Road and Rampart Road. Pedestrian delay study results were applied to the Pedestrian Crossover (PXO) Warrant producing the following results:

Study Date: Thursday, June 20, 2013

PXO Warrant Category	Required Volume	Recorded Volume	Compliance
Adjusted Pedestrian Volume	238	276	116%
Pedestrian Delays Greater Than 10 Seconds	88	108	122%

To justify the installation of a pedestrian crossover, compliance levels of 100% are required in both of the above warrant categories.

The PXO Warrant provides an adjustment factor for senior citizens, unassisted children and physically disabled pedestrians. During our eight hour study period, the majority of pedestrians crossing Martin Grove Road in the area of Rampart Road were youths or adults, as follows:

Types of Pedestrians	Actual Number of Pedestrians
Assisted Children	15
Unassisted Children	4

Youths / Adults	245
Senior Citizens	4
Physically Disabled	0
Total	268

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

Although the installation of a PXO is technically justified at the subject intersection, a review shows that a number of suitability criteria for installing a PXO are not achieved (Audit of Operational and Physical Suitability). 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 3-year period from January 1, 2010 through December 31, 2012, shows that there were no reported crashes involving pedestrians at or near the Martin Grove Road and Rampart Road intersection.

Based on our findings, we recommend installing mid-block pedestrian activated traffic control signals on Martin Grove Road at a point approximately 43 metres south of Rampart Road. This location was chosen to capture both the pedestrians crossing in the vicinity of Rampart Road as well as a large number of pedestrians crossing at the north end of the plaza on the northeast corner of Martin Grove Road and John Garland Boulevard. The installation of traffic control signals will provide a safer crossing environment for pedestrians crossing Martin Grove Road.

CONTACT

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SIGNATURE

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 Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix “A” Environmental Standards for PXO Suitability Table
 Attachment 1: Map

APPENDIX A

Environmental Standards for PXO Suitability (Martin Grove Road and Rampart Road)

Standards or Criteria to be Met for Physical Suitability of a PXO	Met/ Not Met	Comments
Vehicle Operating speed less than 60 km/h	Not Met	85 th percentile speed is 66km/h (based on historical data)
Not more than four lanes wide on a two-way street, or more than three lanes on a one-way street	Met	Four lanes
Traffic volume less than 35,000 vehicles per day (total both directions)	Met	14,991 vehicles per day
No driveway entrances within 30 metres	Not Met	Townhouse complex driveway
No Significant volume of turning movements which interfere with PXO	Not Met	Turning movements to and from Rampart Road/Private driveway
No visibility problems exist for either pedestrians or motorists	Met	
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	Not Met	Traffic signals located at 190.0 metres south of the proposed location

