TORONTO

STAFF REPORT
ACTION REQUIRED

Pedestrian Crossing Protection – Victoria Park Avenue at Donside Drive

Date:	October 23, 2015
To:	Public Works & Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Ward 35 – Scarborough Southwest, Ward 31- Beaches East York
Reference Number:	P:\2015\Cluster B\TRA\Scarborough District\pw1585.docx

SUMMARY

This staff report outlines the results of an assessment to determine the need and feasibility of installing either traffic control signals or a pedestrian crossover at the intersection of Victoria Park Avenue and Donside Drive. The assessment concludes that based on current peak vehicular and pedestrian volumes, delays and conflicts at this intersection, neither traffic control signals nor a pedestrian crossover is warranted at this time.

This report is submitted to the Public Works and Infrastructure Committee as Victoria Park Avenue forms a shared boundary between Toronto East York Community Council and Scarborough Community Council.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council not approve the installation of traffic control signals at the intersection of Victoria Park Avenue and Donside Drive.

2. City Council not approve the installation of a pedestrian crossover on Victoria Park Avenue at Donside Drive.

Financial Impact

There is no financial impact associated with this report. However, should City Council approve the installation of either a pedestrian crossover or traffic control signals at this location the cost would be approximately $35,000.00 or $150,000.00, respectively. Funding is not available in the 2015 Approved Capital Budget for Transportation Services for either of these traffic control measures.

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

ISSUE BACKGROUND

As a result of public requests for pedestrian crossing protection due to concerns about the safety of pedestrian crossings at this intersection, Transportation Services staff reviewed the feasibility of providing pedestrian crossing protection. This location has been studied on three separate occasions including twice in the last five years, most recently on Thursday, October 1, 2015 from 7:30 a.m. to 6:00 p.m. The pedestrian crossover studies covered an area of approximately 100 metres in length; 50 metres either side of the location being considered

COMMENTS

The following characteristics describe the area in the vicinity of the Victoria Park Avenue and Donside Drive intersection (as shown in the Location Plan in Attachment 1):

- Victoria Park Avenue, from just south of Dawes Road to just north of Crescent Town Road, is a two-lane major arterial roadway. The pavement width is 9.4 metres in the section of Victoria Park Avenue from south of Dawes Road to just south of Donside Drive.
- Victoria Park Avenue has a default speed limit of 50 kilometres per hour (km/h), an average operating speed of approximately 68 km/h and a daily traffic volume of approximately 21,200 vehicles per day (vpd).
- Traffic control signals are located at the Victoria Park Avenue and Crescent Town Road intersection located approximately 400 metres south of Donside Drive.
- Traffic control signals are also located at the Victoria Park Avenue and Dawes Road intersection located approximately 700 metres north of Donside Drive.
- Sidewalks are located on both sides of Victoria Park Avenue in the vicinity of Donside Drive.
- The land use on the section of Victoria Park Avenue in the vicinity of Donside Drive is primarily single family residential.
- A park is situated on the west side of Victoria Park Avenue south of Donside Drive.
- A municipal golf course is located on the east side of Victoria Park Avenue south of Donside Drive.

Pedestrian Crossing Protection Warrant Studies

Transportation Services staff conducted a Pedestrian Crossing Protection Warrant Study at the intersection of Victoria Park Avenue at Donside Drive. The study provides an assessment of the need for a signalized pedestrian crossover based on crossing pedestrian volumes and delays and are expressed in terms of percent compliance with accepted thresholds. The 100% threshold is approximately 200 pedestrian crossings in an eight-hour period. Using traffic volumes recorded over the peak eight hours of a typical weekday, the following results were obtained:

Pedestrian Crossover Warrant Studies and Historical Counts

Pedestrian Crossover Warrant	Compliance Level		
	Tuesday, Nov 26, 2002	Thursday, Jun 7, 2012	Thursday, Oct 1, 2015
Pedestrian Volume (8 hours)	46% (122)	49% (124)	30% (73)
Pedestrian Delays	28%	61%	25%

As outlined in the above table, the installation of a pedestrian crossover is not justified because both categories must be met 100%. As shown, the 73 pedestrians observed crossing Victoria Park Avenue during the most recent study period on Thursday, October 1, 2015 from 7:30 a.m. to 6:00 p.m., which covered the busiest AM and PM peak crossing periods, represents only 30% of the accepted warrant.

In addition, Transportation Service staff conducted a Traffic Control Signal Justification Study at the intersection of Victoria Park Avenue and Donside Drive. The study provides an assessment of the need for Traffic Control Signals based on volumes and delays to cross vehicular traffic and pedestrians, and are expressed in terms of percentages so as to be comparable over time. For traffic control signals to be numerically justified, one of the "Minimum Vehicular Volume" or "Delay to Cross Traffic" or "Collision Hazard" warrants must be 100 % satisfied, or both "Minimum Vehicular Volume" and "Delay to Cross Traffic" must be at least 80% satisfied.

Traffic Control Signal Justification Studies

Traffic Control Signal Warrant	Compliance Level		
	Tuesday, Nov 26, 2002	Thursday, Jun 7, 2012	Thursday, Oct 1, 2015
Minimum Vehicular Volume	11%	16%	17%
Delay to Cross Traffic	45%	57%	45%
Collision Hazard	7%	7%	0%

As outlined in the above table, the traffic volumes do not satisfy the requirements to install traffic control signals at the subject intersection at this time. However, should traffic control signals be justified in the future due to increases in vehicular volumes,

delays or collisions, this location would be considered acceptable from a traffic signal spacing and traffic operations perspective.

Collision History

The results of a review of the Toronto Police Service collision records for the five-year period ending December 31, 2014 on Victoria Park Avenue at Donside Drive are summarized below.

Five-Year Collision Information	Number of Reported Collisions					
	2010	2011	2012	2013	2014	Total
Collisions Potentially Preventable by the Installation of Traffic Control Signals	0	0	0	0	0	0
Collisions Involving Pedestrian Crossing of Victoria Park Avenue in the vicinity of Donside Drive	0	0	0	0	0	0

This collision record is not indicative of a safety problem at this location.

On the basis of the foregoing studies and analyses, it is recommended that Pedestrian Crossing Protection not be installed on Victoria Park Avenue at Donside Drive at this time.

The TTC has been consulted regarding this matter and concurs with the findings that any form of Pedestrian Crossing Projection at this location is not justified. Specifically, the TTC indicates that the intersection at Donside Drive would not be a good location for Pedestrian Crossing Protection from a transit perspective. The TTC has also requested that in considering the implementation of traffic control signals along this section of Victoria Park Avenue, the intersection 135 metres north at Conroy Avenue would be a good candidate to study, as it would facilitate TTC stop consolidation along Victoria Park Avenue.

CONTACT

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SIGNATURE

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Stephen Buckley, General Manager
Transportation Services Division

ATTACHMENTS

1. Location Plan (Pedestrian Crossing Protection Study – Victoria Park Avenue at Donside Drive)