



STAFF REPORT ACTION REQUIRED

Pedestrian Crossover – Dawes Road at Goodwood Park Court

Date:	May 6, 2015
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Beaches – East York, Ward 31
Reference Number:	Ts2015070te.top.doc

SUMMARY

Transportation Services reviewed the feasibility of installing a pedestrian crossover on Dawes Road, in the vicinity of Goodwood Park Court, in response to a request from Toronto and East York Community Council (Item TE34.191).

The results of our review indicate that the installation of a pedestrian crossover is not technically warranted.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council not approve the installation of a pedestrian crossover on Dawes Road, in the vicinity of Goodwood Park Court.

Financial Impact

There is no cost associated with this report.

ISSUE BACKGROUND

On August 12, 2014, Item TE34.191, entitled "Pedestrian Crossover at Dawes Road and Goodwood Park Court", was adopted by Toronto and East York Community Council without amendment, requesting that the Director of Transportation Services, Toronto and East York District to:

1. Undertake a pedestrian and vehicular traffic study of Dawes Road, from Secord Avenue to Crescent Town Road, with particular focus on the intersection of Dawes Road and Goodwood Park Court, and pedestrian crossings to TTC stops.
2. Report to the Toronto and East York Community Council in February 2015 on the feasibility of installing a pedestrian crossover or other safety measures at the intersection of Dawes Road and Goodwood Park Court.
3. Examine road markings at the entrance to True Davidson Acres and recommend measures to clarify turns in this location.

The above Items will be discussed within the context of this Report.

COMMENTS

Dawes Road at Goodwood Park Court is a minor arterial roadway, which operates two-way, northbound and southbound, on a pavement width of 12.6 metres with a regulatory speed limit of 50 km/h. There are existing bicycle lanes on both sides of the road. The 23 Dawes bus route operates on Dawes Road in this vicinity. Traffic control signals are located approximately 132 metres south of Goodwood Park Court at Secord Avenue, and approximately 160 metres north of Goodwood Park Court at Crescent Town Road.

Goodwood Park Court is a local roadway, which operates two-way, eastbound and westbound, on a pavement width of 9.0 metres and a posted speed limit of 40 km/h. Goodwood Park Court forms the east leg of a T-type intersection at Dawes Road and a "Stop" sign is posted for westbound traffic at Dawes Road. There is a TTC stop on Dawes Road, just south of Goodwood Park Court

The driveway to True Davidson Acres, a City owned long term care home, is situated on the west side of Dawes Road, approximately 25 metres south of Goodwood Park Court. There is a TTC stop on Dawes Road, just north of the driveway. As Councillor Davis has indicated, residents of True Davidson Acres live with mobility challenges that make it difficult to quickly cross Dawes Road or travel to the signalized intersection, north and south, on Dawes Road. As a result, an 8-hour pedestrian delay study and turning movement counts were undertaken in the vicinity of True Davidson Acres and Goodwood Park Court, respectively.

Pedestrian Crossover

The pedestrian crossing survey recorded a total of 183 pedestrians crossing Dawes Road in the vicinity of Goodwood Park Court during the peak eight-hours of a typical weekday. A total of 89 pedestrians experienced delays of 10 seconds or more before being able to cross Dawes Road. The volume of traffic on Dawes Road during the same eight-hour period was approximately 7,250 vehicles.

Based on the data collected, the pedestrian crossover warrant criteria is satisfied to the following extent:

- Pedestrian Volume (based on minimum threshold) 91 per cent
- Pedestrian Delay (based on minimum threshold) 68 per cent

To technically justify the installation of a pedestrian crossover, both warrants must be satisfied to 100 per cent. In relation to the current volume of traffic on Dawes Road, the minimum threshold volume of pedestrians required is 200 in an eight-hour period, of which, 130 must experience delays in excess of 10 seconds before being able to cross Dawes Road. Given the current pedestrian characteristics, installation of a pedestrian crossover on Dawes Road at Goodwood Park Court is not justified.

Staff further reviewed this location against the installation warrants for traffic control signals. Our assessment of this matter disclosed the following:

Traffic Control Signals

Based on the data recorded during an eight-hour directional traffic survey and our review of the Toronto Police Services collision data records, the technical warrants for the installation of traffic control signals are satisfied to the following extent at this intersection:

- Minimum Vehicular Traffic 19 per cent
- Delay to Cross Traffic 60 per cent
- Collision Hazard 13 per cent

In order for traffic control signals to be technically warranted, any of the above warrants must be satisfied to 100 per cent or any two warrants must be satisfied to 80 per cent.

A review of the Toronto Police Service collision records for the three-year period ending November 5, 2013 disclosed that 2 collisions in the vicinity of Dawes Road and Goodwood Park Court. One involved a pedestrian with a vehicle, there were no charges against the driver and the pedestrian suffered minimal injuries.

Based on our assessment of the current operating conditions, the technical requirements for the installation of traffic control signals, at this intersection, are not met.

Given the low number of pedestrians crossing Dawes Road in this vicinity, the low volume of traffic using Goodwood Park Court and the good collision history, neither a pedestrian crossover nor traffic control signals can be justified at this time.

It is also important to note, that it is not feasible to install traffic control signals at Goodwood Park Court due to the residential driveways on Dawes Road, opposite Goodwood Park Court, and the negative impacts that it would have to these homeowners as these driveways would have to become part of the traffic control signal phasing.

As part of our studies, we also examined the existing roadway pavement markings, including the bicycle lanes and the exclusive northbound left turn lane for Goodwood Park Court and found them to be in a state of good repair and installed as per our current standards.

Councillor Janet Davis has been advised of our recommendation.

CONTACT

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SIGNATURE

Kyp Perikleous
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

(1) Drawing No. 421G-1764, dated May 2015

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