

Removal of Pedestrian Crossover and Installation of All-Way Stop Control - Hawksbury Drive and Bayview Mews Lane

Date: December 30, 2019
To: North York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 17, Don Valley North

SUMMARY

This staff report is about a matter for which Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services is recommending North York Community Council authorize that the existing pedestrian crossover (PXO) on Hawksbury Drive, immediately north of Bayview Mews Lane, be removed and replaced with all-way stop control at the intersection of Hawksbury Drive and Bayview Mews Lane.

The installation of all-way stop control is justified at Hawksbury Drive and Bayview Mews Lane, and will establish the right-of-way and enhance pedestrian and vehicular safety at this intersection.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services, recommends that North York Community Council:

1. Authorize removal of the existing pedestrian crossover on Hawksbury Drive, immediately north of Bayview Mews Lane.
2. Subject to approval of Recommendation 1 above, authorize the installation of all-way stop control at the intersection of Hawksbury Drive and Bayview Mews Lane in conjunction with removal of the pedestrian crossover on Hawksbury Drive, immediately north of Bayview Mews Lane.

FINANCIAL IMPACT

The estimated cost for removing the existing PXO is approximately \$20,000. Removal would be considered in 2020, subject to the availability of funding and competing priorities. All costs associated with the installation of the all-way stop control signs are included within the Transportation Services 2020 Interim Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by Councillor Shelley Carroll to review the need for all-way stop control at the intersection of Hawksbury Drive and Bayview Mews Lane.

Hawksbury Drive is a two-way, north/south collector road located in the residential community north of Sheppard Avenue East and east of Bayview Avenue. Hawksbury Drive has a daily traffic volume of approximately 5,000 vehicles. A sidewalk is located on both sides of the street between Bayview Mews Lane and Foxwarren Drive and on the east side of the street between Bayview Mews Lanes and Sheppard Avenue East. There are centre medians on Hawksbury Drive, south of Bayview Mews Lane. The regulatory speed limit on Hawksbury Drive is currently 50 km/h. However, it is noted that a reduction of the speed limit from 50 km/h to 40 km/h on Hawksbury Drive, between Elkhorn Drive and Burbank Drive, was approved by North York Community Council on December 3, 2019 under item NY11.23 but has not yet been enacted or signed on-street.

Bayview Mews Lane is a two-way local road that runs west from Hawksbury Drive. The regulatory speed limit is 40 km/h. There are centre medians on Bayview Mews Lane and a sidewalk exists on the north side of the street. Bayview Mews Lane forms a T-type intersection with Hawksbury Drive. As Hawksbury Drive is designated as a through highway, traffic on Bayview Mews Lane is required to stop at its intersection with the west side of Hawksbury Drive. There is an eastbound right-turn channel at the intersection and this movement is controlled by a yield sign.

The existing PXO is located on Hawksbury Drive immediately north of Bayview Mews Lane. All-way stop control currently exists to the north of this intersection at Foxwarren Drive and Hawksbury Drive. Adjacent traffic control signals on Hawksbury Drive are located at Sheppard Avenue East, approximately 295 metres to the south of Bayview Mews Lane. In addition, a PXO exists on Hawksbury Drive approximately 200 metres to the south of Bayview Mews Lane.

The land use on this section of Hawksbury Drive is high-rise residential. Bayview Village is located to the southwest of the intersection. Hawksbury Park and Bayview Village Tennis Club are located on the east side of Hawksbury Drive opposite Bayview Mews

Lane. Elkhorn Public School is located on the north side of Elkhorn Drive, approximately 225 metres east of Hawksbury Drive.

PXO Observance Study

A traffic study conducted during the peak four hours of a typical weekday recorded the number of pedestrians crossing at the PXO and how many used the push-button to activate the flashing amber signals. Also, the number of motorists that failed to yield to pedestrians waiting to cross was recorded.

The study revealed that 208 pedestrians crossed within the PXO: 116 adults, 39 assisted children, 39 unassisted children, and 14 senior citizens. Of these, 123 used the push-button and 83 crossed without activating the push-button. Although the push-button was not used, all motorists did yield to allow the pedestrians to cross.

A review of the Toronto Police Service collision records for the three-year period ending June 30, 2019 revealed that no collisions were reported involving a pedestrian at the PXO, or anywhere along Hawksbury Drive, between Foxwarren Drive and Elkhorn Drive.

All-Way Stop Control Study

A review of Toronto Police Service collision records for the three-year period ending June 30, 2019, revealed that two collisions were reported at the intersection of Hawksbury Drive and Bayview Mews Lane of a type susceptible to correction by the installation of all-way stop control. Neither collision involved pedestrians.

The intersection of Hawksbury Drive and Bayview Mews Lane was evaluated against the warrants for all-way stop control adopted by City Council. The warrant consists of four components – collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

The studies were conducted on October 8, 2019 and October 10, 2019 during the a.m. and p.m. peak hours, respectively, and the collision history at the intersection was reviewed. The results of the warrant analysis are summarized in the following table:

Table 1: All-Way Stop Control at Hawksbury Drive and Bayview Mews Lane

	Warrant Criteria	Actual	Required	Satisfied (YES/NO)
A	Number of Potentially Preventable Collisions	2	9	No
B1	Average Vehicle Volumes	465/hr	375/hr	Yes
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Street (Average)***	295/hr	150/hr	Yes
B3	Percentage of Traffic on Major Street	51%	≤70%	Yes
	Overall Warrant			Yes

*** New Pedestrian Warrant numbers used as adopted by City Council on July 16, 2019 in the Vision Zero 2.0 report

In order for all-way stop control to be justified, either Warrant A must be met or Warrants B1 or B2 combined with Warrant B3 must be met. Based on the study results shown in the table above, the technical warrants are met for the installation of all-way stop control at the intersection of Hawksbury Drive and Bayview Mews Lane. Therefore, it is recommended that all-way stop control be implemented at this intersection, in conjunction with the removal of the existing PXO.

Based on the results of our evaluation, and considering the volume of vehicular and pedestrian traffic at Hawksbury Drive and Bayview Mews Lane, all-way stop control would be the more appropriate form of traffic control at this intersection. .

The Ward Councillor has been advised of the recommendations of this staff report.

CONTACT

Bruce Clayton, Manager, Traffic Operations
Traffic Management, Transportation Services, Area 2
Tel: 416-394-8409, Fax: 416-394-8942
Email: Bruce.Clayton@toronto.ca
AFS29147

SIGNATURE

Roger Browne, M.A. Sc., P.Eng
Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - All-Way Stop Control - Hawksbury Drive and Bayview Mews Lane

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