

## **Pedestrian Crossing Protection - Morrish Road and Euclid Avenue**

**Date:** March 30, 2021

**To:** Scarborough Community Council

**From:** Acting Director, Traffic Management, Transportation Services

**Wards:** Ward 25, Scarborough-Rouge Park

### **SUMMARY**

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As the Toronto Transit Commission (TTC) operates a transit service on Morrish Road, City Council approval of this report is required.

Transportation Services has reviewed the need for pedestrian crossing protection at Morrish Road and Euclid Avenue. Based on the assessment undertaken, Transportation Services does not recommend the installation of pedestrian crossing protection at Morrish Road and Euclid Avenue as the warrant criteria was not met for a pedestrian crossover (PXO).

### **RECOMMENDATIONS**

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The Acting Director, Traffic Management, Transportation Services recommends that:

1. City Council not authorize the installation of a pedestrian crossover at Morrish Road and Euclid Avenue.

### **FINANCIAL IMPACT**

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There is no financial impact resulting from the adoption of the recommendations in this report.

If City Council amends the recommendation in this report and authorizes the installation of pedestrian crossing protection at Morrish Road and Euclid Avenue, the estimated cost would be \$100,000. Funding would be subject to availability and competing priorities within the Transportation Services 2022 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services staff was requested by the Ward Councillor, on behalf of area residents, to review the need for a pedestrian crossover at the intersection of Morrish Road and Euclid Avenue to address safety concerns experienced by local residents and pedestrians.

### **Existing Conditions**

Morrish Road is characterized by the following conditions:

- It is a two-lane, north-south road
- Morrish Road, between Ellesmere Road and Canmore Boulevard is classified as a collector road. Morrish Road, between Canmore Road and the north limit of Morrish Road is classified as a local road
- It operates two-way traffic on a pavement width of approximately 9.5 metres
- The daily two-way traffic volume is approximately 2,700 vehicles
- The posted speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is Toronto Transit Commission (TTC) service provided by the bus route 116A
- There are sidewalks located on the west side of Morrish Road and on the south side of Euclid Avenue
- The land use in this area are single family residential dwellings and a school

Morrish Road at Euclid Avenue is a T-type intersection. North/south traffic on Morrish Road is free-flow and west traffic on Euclid Avenue is stop controlled.

Cardinal Leger Catholic School is located on the west side of the intersection. A school crossing is located on the south side of the intersection. Morrish Road, between Willowlea Drive and Ellesmere Road is designated as a Community Safety Zone.

A map of the area is shown in Attachment 1.

Transportation Services has reviewed the need for a pedestrian crossover (PXO) at this location to determine if this device should be recommended as an appropriate pedestrian crossing protection.

## **Pedestrian Crossover (PXO)**

To determine the need for a PXO at Morrish Road and Euclid Avenue, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 15. The OTM justification criteria includes two main factors: the volume of vehicles and pedestrians, and pedestrian delay to cross traffic. Based on the traffic volume on Morrish Road, the warrants require a minimum of 200 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 130 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on Wednesday, June 5, 2019, which recorded the total volume and delays of pedestrians crossing at Morrish Road and Euclid Avenue. Seniors, unassisted children and people with disabilities that are observed crossing are given a higher weighting by a factor of two. The adjusted volume of pedestrians observed crossing was 85, of these, 8 experienced a delay greater than 10 seconds. The compliance level of the study results in relation to the warrant criteria is shown in Table 1 below.

Table 1: Pedestrian Crossover Warrant Criteria and Compliance at Morrish Road and Euclid Avenue

<b>Criteria</b>	<b>Compliance</b>
Pedestrian Volume	17 percent
Pedestrian Delay	6 percent

In order to meet the warrant criteria, 100 percent compliance is required in both categories. Based on the results of the study, a pedestrian crossover (PXO) is not technically justified as the compliance levels did not meet the minimum requirements.

In addition to the technical criteria, consideration is given to the surrounding area and the collision history and in some cases engineering judgement may be applied to recommend a pedestrian crossover (PXO) even if the number of pedestrians does not meet the threshold of the technical warrants.

Staff's review of the collision history and surrounding area did not disclose any other environmental factors that would warrant a pedestrian crossover (PXO) at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2019 disclosed zero reported collisions at the area of Morrish Road and Euclid Avenue that involved crossing pedestrians.

Based on the above results, the installation of a pedestrian crossover (PXO) at this location is not justified due to insufficient pedestrian volume and delays.

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

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Map - Pedestrian Crossing Protection - Morrish Road and Euclid Avenue

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