

Pedestrian Crossing Protection - Sloley Road and Dorset Road

Date: June 14, 2022

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 20, Scarborough Southwest

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services has reviewed the need for a pedestrian crossover at Sloley Road and Dorset Road. Based on the assessment undertaken, Transportation Services does not recommend the installation of pedestrian crossover at Sloley Road and Dorset Road as the warrant criteria was not met.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council not authorize the installation of a pedestrian crossover at the intersection of Sloley Road and Dorset Road.

FINANCIAL IMPACT

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

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of pedestrian crossover (PXO) on Sloley Road at Dorset Road is approximately \$50,000.00. Funding would be subject to availability and competing priorities within the Transportation Services 2022 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff was requested by the Ward Councillor, on behalf of area residents, to review the need for pedestrian crossing protection at the intersection of Sloley Road and Dorset Road.

Existing Conditions

Sloley Road is characterized by the following conditions:

- It is a two-lane, east-west, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.2 metres
- The daily two-way traffic volume is approximately 2,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of Sloley Road, east of Dorset Road and on the south side, west of Dorset Road

Dorset Road is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.6 metres
- The daily two-way traffic volume is approximately 300 vehicles
- The speed limit is 50 km/h, however will be lowered to 30 km/h tentatively late 2022/2023 as part of Ward 20 Vision Zero Road Safety Plan
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are no sidewalks

East-west traffic on Sloley Road is free-flow in this section. Sloley Road and Dorset Road form a "T" type intersection, controlled by stop signs for southbound traffic. There is a School Crossing located on the east side of the intersection.

The adjacent land use in this area mainly consists of single-family residential homes. Fairmount Public School is located on the south side of the intersection. Sloley Road, between Harewood Avenue and Scarborough Heights Boulevard, is designated as a Community Safety Zone.

The closest adjacent traffic controls are located approximately 100 metres to the west at Sloley Road and Neilson Avenue, and approximately 230 metres to the east at Sloley Road and Lyme Regis Crescent in the form of all-way stop controls.

A map of the area is shown in Attachment 1.

Transportation Services has reviewed the need for a pedestrian crossover to determine if it should be recommended as an appropriate pedestrian crossing protection device.

Pedestrian Crossover (PXO)

To determine the need for a PXO at Sloley Road and Dorset Road, staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. 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 Sloley Road, the warrants require a minimum of 992 pedestrian's 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 November 23, 2021 which recorded the total volume and delays of pedestrians crossing at Sloley Road and Dorset Road. 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 160; of these, 26 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 Sloley Road and Dorset Road

Criteria	Compliance
Pedestrian Volume	16 percent
Pedestrian Delay	20 percent

In order to meet the warrant criteria, 100 percent compliance is required in both categories. Based on the results of the study, a 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 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 PXO at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending February 28, 2022 did not disclose any collisions at the intersection of Sloley Road and Dorset Road that involved crossing pedestrians.

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

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - Pedestrian Crossover - Sloley Road and Dorset Road

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