

## **Pedestrian Crossing Protection - Rogers Road, approximately 180 metres east of McRoberts Avenue**

**Date:** June 13, 2022

**To:** Toronto and East York Community Council

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

**Wards:** Ward 9, Davenport

### **SUMMARY**

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

Transportation Services has reviewed the need for pedestrian crossing protection on Rogers Road in the vicinity of the Prospect Cemetery access. Based on the assessment undertaken, Transportation Services is recommending the installation of a pedestrian crossover (PXO) at the subject location. The PXO will provide enhanced safety for vulnerable road users.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. City Council authorize the installation of a pedestrian crossover on Rogers Road at a point approximately 180 metres east of McRoberts Avenue.

### **FINANCIAL IMPACT**

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The estimated cost for installing a PXO on Rogers Road, approximately 180 metres east of McRoberts Avenue, is \$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 pedestrian crossing protection on Rogers Road at the Prospect Cemetery access. This request is to address the long distance between protected pedestrian crossings on Rogers Road and enhance safety for pedestrians and transit users using the mid-block TTC bus stops.

### Existing Conditions

Rogers Road is characterized by the following conditions:

- It is an east-west, minor arterial roadway
- It operates two-way traffic on a pavement width of approximately 12.8 metres
- The daily two-way traffic volume is approximately 11,228 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 161 Rogers Road bus route
- There are sidewalks located on both sides of the street
- It consists of a lane in each direction for general traffic, as well bicycle lanes in both directions and left-turn lanes to the cemetery driveways

East-west traffic on Rogers Road is free-flow at the Prospect Cemetery access.

The adjacent land use in this area is an open space cemetery on both sides of Rogers Road.

The closest adjacent traffic controls are located approximately 280 metres to the west at Caledonia Road and approximately 250 metres to the east at Nairn Avenue in the form of traffic control signals.

A map of the area is shown in Attachment 1.

### Pedestrian Crossover (PXO)

To determine the need for a PXO on Rogers Road at Prospect Cemetery entrance, 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 Rogers Road, the warrants require a minimum of 287 pedestrian crossing over eight hours. Also, based on the pedestrian crossing volume, at least 82 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on March 10, 2020 which recorded the total volume and delays of pedestrians crossing at Rogers Road in the vicinity of Prospect Cemetery. 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 80; of these, 28 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 Rogers Road and the Prospect Cemetery

Justification	Compliance
Pedestrian Volume	28 percent
Pedestrian Delay	34 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.

Staff also reviewed the collision history at this location. Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2021 did not disclose any collisions on Rogers Road in the vicinity of Prospect Cemetery access that involved crossing pedestrians.

In addition to the technical criteria, consideration of the surrounding area is given and in some cases engineering judgement may be applied to recommend a PXO even if the number of pedestrians do not meet the threshold of the technical warrants. Due to the long spacing between controls on Rogers Road and the presence of transit stops in both directions that attract pedestrians to cross the street, Transportation Services is recommending the installation of a PXO on Rogers Road in the vicinity of Prospect Cemetery access.

Environmental safety characteristics were also evaluated to ensure that the installation of a PXO would be appropriate at this location. Based on the evaluation, a PXO would be a suitable type of pedestrian crossing protection at this location. Details of the evaluation are included in the Attachment 2.

In considering the above environmental factors, Transportation Services recommends the installation of a PXO on Rogers Road at a point approximately 180 metres east of McRoberts Avenue as it will provide enhanced safety for all road users.

TTC was advised of the proposed PXO installation on Rogers Road at the Prospect Cemetery access. TTC have responded that this will require the relocation of the existing eastbound and westbound bus shelters. Nonetheless, they support the proposal and have no objection in relocating the existing TTC bus shelters.

## Other Considerations

It should also be noted that the installation of a PXO on Rogers Road at the Prospect Cemetery access will potentially result in an increase in minor delays for traffic, including TTC buses, on Rogers Road as east-west traffic will no longer operate free flow.

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

## **CONTACT**

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## **SIGNATURE**

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

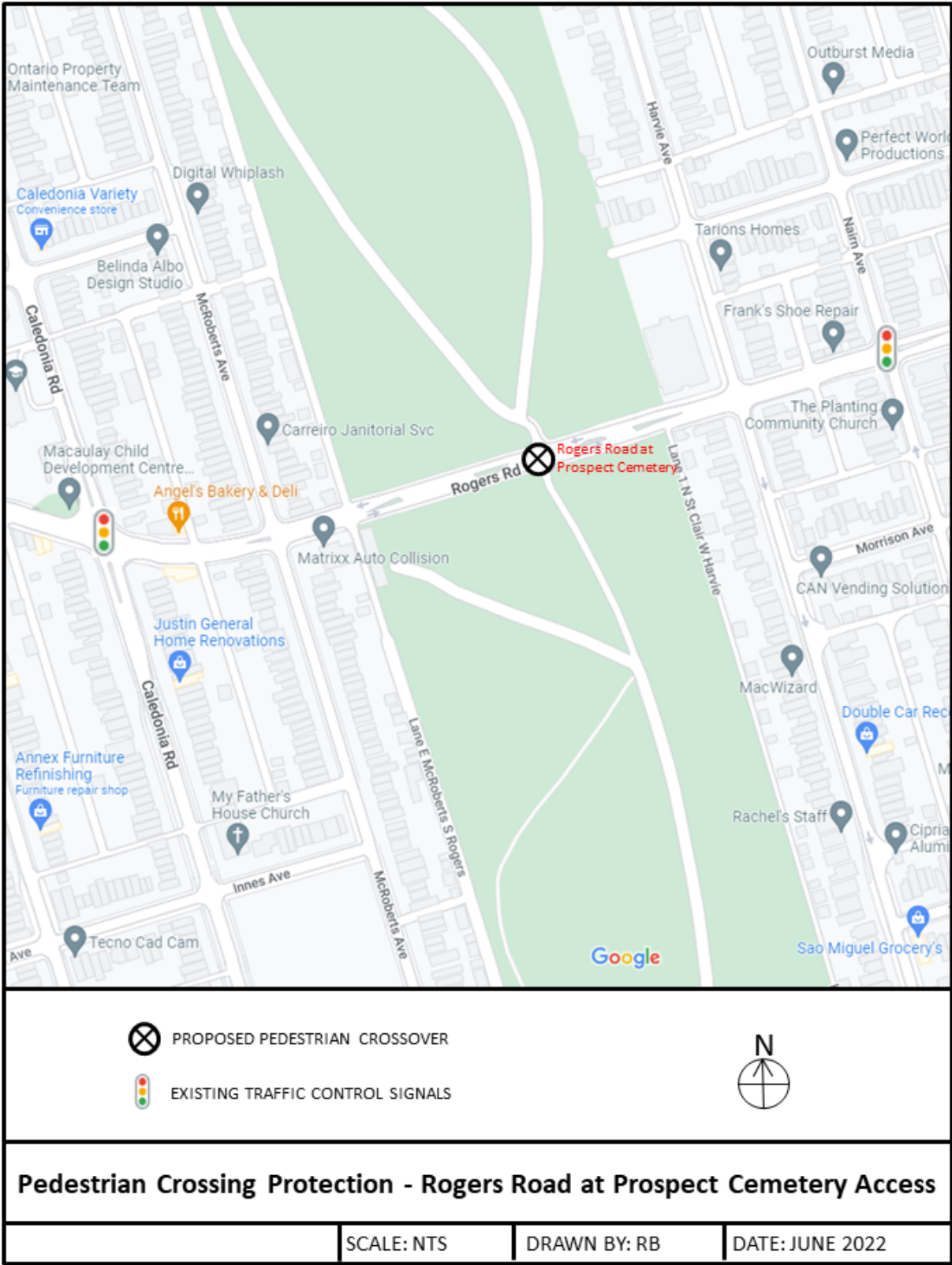
## **ATTACHMENTS**

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Attachment 1: Map - Pedestrian Crossing Protection - Rogers Road at Prospect Cemetery Access

Attachment 2: Environmental Safety Audit - PXO - Rogers Road at Prospect Cemetery Access

Attachment 1: Map - Pedestrian Crossing Protection - Rogers Road at Prospect Cemetery Access



Attachment 2: Environmental Safety Audit - PXO - Rogers Road and Prospect Cemetery Access

<b>Standard</b>	<b>Comments</b>	<b>Standard Met/Not Met</b>
Vehicle operating speed less than 60 km/h	The posted speed limit on Rogers Road is 40 km/h with an operating speed of 43 km/h	Met
Not more than four lanes wide on a two-way street or more than three lanes wide on a one-way street	Rogers Road operates with two lanes in each direction with a centre left turn lane.	Met
Traffic volume not more than 35,000 vehicles per day	Rogers Road carries approximately 11,228 vehicles per day.	Met
No significant volume of turning movements	The volume of traffic turning to/from Rogers Road is moderate	Met
No visibility problems exist for either pedestrians or motorists	No vertical or horizontal curves.	Met
No loading zones (including TTC) in the immediate area	TTC stops are located on Rogers Road at Prospect Cemetery entrance	Not Met
No driveways or entrances nearby	No driveways in the vicinity.	Met
Spacing is not less than 200 metres to another pedestrian crossover or traffic control signal	Rogers Road and Caledonia Road (TCS) - 280 metres west  Rogers Road and Nairn Avenue (TCS) - 250 metres east	Met