

## **Pedestrian Crossing Protection - 400 Rockcliffe Boulevard**

**Date:** March 16, 2023

**To:** Etobicoke York Community Council

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

**Wards:** Ward 5 - York South-Weston

### **SUMMARY**

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

Transportation Services has reviewed the need for pedestrian crossing protection at 400 Rockcliffe Boulevard (fronting Rockcliffe Middle School). Based on the assessment undertaken, Transportation Services does not recommend the installation of pedestrian crossing protection at 400 Rockcliffe Boulevard as the warrant criteria was not met for a pedestrian crossover (PXO).

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. City Council not authorize the installation of a pedestrian crossover on Rockcliffe Boulevard, approximately 90 metres south of Rockcliffe Court.

### **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 a PXO on Rockcliffe Boulevard, the estimated cost would be \$80,000. Funding would be subject to availability and competing priorities within the Transportation Services 2023 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 the Toronto District School Board and Rockcliffe Middle School, to review the need for pedestrian crossing protection fronting 400 Rockcliffe Boulevard. This request is to enhance safety for children crossing in front of the school temporarily until the school relocates to a permanent location.

### Existing Conditions

Rockcliffe Boulevard is characterized by the following conditions:

- It is a two-lane, north-south, collector roadway
- It operates two-way traffic on a pavement width of approximately 9.5 metres
- The daily two-way traffic volume is approximately 6,000 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is TTC service provided by the 71 Runnymede bus
- There are sidewalks provided on the west side of the street and a multi-use path (MUP) on the east side of the street that connects to the Black Creek Trail.

Rockcliffe Middle School is located on the west side of Rockcliffe Boulevard, south of Rockcliffe Court. Rockcliffe Boulevard is a designated Community Safety Zone between Alliance Avenue and Corbett Avenue/Castleton Avenue. In-road flexible speed signs have also been installed on Rockcliffe Boulevard between Woolner Avenue/Terry Drive and Rockcliffe Court.

The closest adjacent traffic controls are located approximately 300 metres to the north at Rockcliffe Boulevard and Alliance Avenue in the form of traffic controls signals and, approximately 180 metres south at Rockcliffe Boulevard and Woolner Avenue/Terry Drive in the form of all-way stop control.

A map of the area is shown in Attachment 1.

### Pedestrian Crossover (PXO)

To determine the need for a PXO at 400 Rockcliffe Boulevard, 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 Rockcliffe Boulevard, the warrants require a minimum of 380 pedestrians crossing over eight hours. Also, based on the pedestrian crossing volume, at least 75 pedestrians must be delayed more than 10 seconds.

An eight-hour pedestrian volume and delay study was conducted on November 9, 2022 which recorded the total volume and delays of pedestrians crossing at 400 Rockcliffe Boulevard. 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 149; of these, 9 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 400 Rockcliffe Boulevard

<b>Criteria</b>	<b>Compliance</b>
Pedestrian Volume	39 %
Pedestrian Delay	*N/A

\*The number cannot be calculated as the minimum number of pedestrian crossings has not been met.

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 December 31, 2022 disclosed zero collisions in the area of 400 Rockcliffe Boulevard 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 TTC has been consulted and advised that they would support a PXO if it were to be in line with the MUP crossing. Given that the demand from the school will disappear, the MUP will be the only major source of crossings in this area. TTC will either eliminate the transit stops or shift them to provide better coverage of Rockcliffe Court.

## **Other Considerations**

If, despite the findings above, City Council decides to proceed with installing a PXO, the following considerations should be noted:

- The PXO should be in line with the MUP crossing approximately 35 metres south of Rockcliffe Court and can remain permanently to assist cycling and pedestrian crossings at the MUP once the school permanently relocates.
- TTC bus stops be relocated to Rockcliffe Boulevard and Rockcliffe Court.

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

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Map - Pedestrian Crossing Protection - 400 Rockcliffe Boulevard

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