

Pedestrian Crossing Protection - Torbarrie Road and Judy Sgro Avenue

Date: December 18, 2024

To: Etobicoke Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 7 - Humber River - Black Creek

SUMMARY

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

Transportation Services has reviewed the need for pedestrian crossing protection at the intersection of Torbarrie Road and Judy Sgro Avenue. Based on the assessment undertaken, Transportation Services does not recommend the installation of pedestrian crossing protection at Torbarrie Road and Judy Sgro Avenue as the warrant criteria was not met for either a pedestrian crossover (PXO) or traffic control signals.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council not authorize the installation of traffic control signals at the intersection of Torbarrie Road and Judy Sgro Avenue.
2. City Council not authorize the installation of a pedestrian crossover on Torbarrie Road near Judy Sgro Avenue.

FINANCIAL IMPACT

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

If City Council amends the recommendations in this report and authorizes the installation of traffic control signals at Torbarrie Road and Judy Sgro Avenue, the estimated cost would be approximately \$250,000.00. Funding would be subject to availability and competing priorities within the Transportation Services interim 2025 Capital Budget.

DECISION HISTORY

At its meeting on April 3, 2023, Etobicoke York Community Council adopted Item EY4.20 - "Safety Review of the Intersection of Torbarrie Road and Judy Sgro Avenue" and, in so doing, directed Transportation Services to review pedestrian and traffic safety at Torbarrie Road and Judy Sgro Avenue and to report back, as soon as possible, with findings and any proposed recommendations for enhanced road safety features, including but not limited to a cross-walk and expanded no parking area on Torbarrie Road both North and South of Judy Sgro Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EY4.20>

COMMENTS

Transportation Services staff were directed by Etobicoke York Community Council to review the need for pedestrian crossing protection on Torbarrie Road in the area of Judy Sgro Avenue. This request is to review pedestrian and vehicle safety for vehicles and pedestrian crossings on Torbarrie Road, which is approximately 2.25 kilometres, and enhance safety for pedestrians and transit users using the mid-block TTC bus stops.

Existing Conditions

Torbarrie Road 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 10 metres
- The daily two-way traffic volume is approximately 8,300 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 119 Torbarrie bus
- There is a sidewalk located on the east side of the street

Judy Sgro Avenue is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service
- There are sidewalks located on both sides of the street

North-south traffic on Torbarrie Road is free-flow and westbound traffic on Judy Sgro Avenue is stop controlled.

Parking is currently prohibited at all times on the west side of Torbarrie Road. Parking is prohibited on the east side of Torbarrie Road between Judy Sgro Avenue and a point 30 metres north. Standing is prohibited on the east side of Torbarrie Road between Judy Sgro Avenue and a point 50 metres south, in the area of the TTC bus stop. The existing

parking regulations do provide sufficient sight lines for vehicles exiting Judy Sgro Avenue.

The adjacent land use in this area is a primarily residential with Highway 400 being located on the west side of Torbarrie Road.

The only traffic controls located on Torbarrie Road are at the north and south limits of the roadway where they intersect with Oakdale Road to the north and Jethro Road to the south. Torbarrie Road is approximately 2.25 kilometres in length.

A map of the area is shown in Attachment 1.

Transportation Services has reviewed the need for either a PXO or traffic control signals at this location to determine if either device should be recommended as an appropriate pedestrian crossing protection.

Pedestrian Crossover (PXO)

To determine the need for a PXO at Torbarrie Road and Judy Sgro Avenue, 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 Torbarrie Road, the warrants require a minimum of 420 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 January 31, 2024, which recorded the total volume and delays of pedestrians crossing at Torbarrie Road at Judy Sgro 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 54; of these, 29 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 Torbarrie Road and Judy Sgro Avenue

Criteria	Compliance
Pedestrian Volume	14 percent
Pedestrian Delay	39 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.

Recent speed studies conducted on Torbarrie Road in the area of Judy Sgro Avenue resulted in an operating or 85th percentile speed being recorded between 58 and 62

km/h. PXOs are not considered suitable on roadways with an operating speed above 60 km/h. Therefore, the installation of a PXO would not be suitable at this location due to vehicle operating speeds on Torbarrie Road.

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, 2023, disclosed no collisions in the area of Torbarrie Road and Judy Sgro Avenue 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.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Torbarrie Road and Judy Sgro Avenue, staff rely on the justification criteria as outlined in the OTM Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history. In addition to these technical justifications, staff consider an environmental checklist which includes consideration of road width, posted speed limit, vehicle operating speeds, adjacent land uses, pedestrian desire lines and demographics, presence of a transit stop, sight lines, and distance between existing crossing opportunities.

Staff conducted vehicle and pedestrian counts at the subject intersection on January 31, 2024. Collision history provided by the Toronto Police Service for the three-year period ending December 31, 2023, disclosed one collision at the subject intersection that was potentially preventable by the installation of traffic control signals. The results of the counts and collision hazard are summarized in Table 2. The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals.

Table 2: Warrant Compliance - Torbarrie Road and Judy Sgro Avenue

Justification	Compliance level
Minimum vehicular volume	24%
Delay to cross traffic (pedestrians and vehicles)	57%

Justification	Compliance level
Collision hazard	7%

To meet the technical justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied or both the minimum vehicular volume and delay to cross traffic justifications must be at least 80 percent satisfied. Based on the results in Table 2, the installation of traffic control signals is not justified.

In regards to the environmental checklist, staff completed an assessment and determined that there are no other environmental or external factors that would justify the need for traffic control signals at this time.

Transportation Services does not recommend the installation of traffic control signals as they are not justified based on the technical and environmental criteria that was evaluated.

Other Considerations

If, despite the findings above, City Council decides to proceed with installing a traffic control signals, the following impacts should be noted:

- There is potential for increase in delays to transit service on Torbarrie Road
- TTC has indicated that the installation of traffic control signals will require the relocation of the southbound stop on Torbarrie Road opposite Judy Sgro Avenue
- TTC has indicated that they do not support the installation of a PXO at this location due to the existing road width

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

CONTACT

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SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
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ATTACHMENTS

Attachment 1: Map - Pedestrian Crossing Protection - Torbarrie Road and Judy Sgro Avenue

