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| TO: | CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON APRIL 8, 2013 |
| FROM: | EDWARD SOLDO, P. ENG. DIRECTOR, ROADS & TRANSPORTATION |
| SUBJECT | PEDESTRIANS CROSSING RICHMOND STREET AT PICCADILLY STREET |

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| RECOMMENDATION |
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That on the recommendation of the Director of Roads & Transportation, **NO ACTION BE TAKEN** with respect to installing an intersection pedestrian signal on Richmond Street at Piccadilly Street.

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| BACKGROUND |
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In early 2012, Municipal Council requested that Civic Administration conduct a study on the volume of pedestrians and the circumstances surrounding pedestrians trying to cross Richmond Street at Piccadilly Street. The following report reviews the outcome of the traffic study and reviews pedestrian crossing opportunities.

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| DISCUSSION |
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Richmond Street from York Street to Oxford Street is an arterial road moving people and goods into and out of the downtown. The streetscape consists of retail and commercial development along both sides of the street.

Traffic and pedestrian signals are designed to ensure a safe and orderly flow of traffic, provide safety for pedestrians and/or vehicles while crossing a busy intersection and help lessen the severity and frequency of collision between vehicles entering intersections from different directions. However, signals can be detrimental to the operational efficiency of the roadway system and can increase some types of traffic collisions.

On November 6th, 2012, a traffic study was conducted to determine the number of pedestrians crossing Richmond Street between the CP Rail tracks and Oxford Street. During the peak 8 hours, there were 178 pedestrians crossing Richmond Street. The volume of traffic on Richmond Street impacts the pedestrian's ability to cross the street; however, the numbers do not meet the minimum values of a signal warrant as outlined in the Ontario Traffic Manual – Book 12.

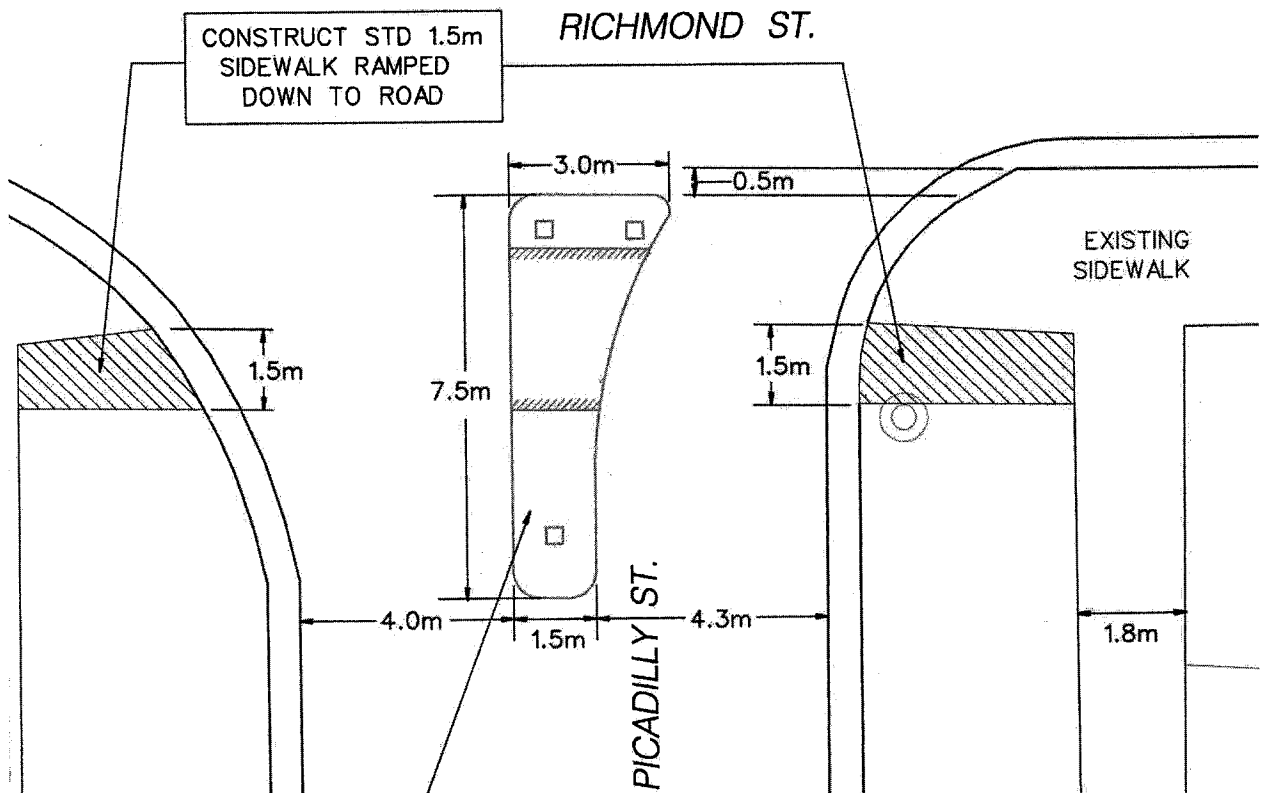
It should be noted that a traffic control device located close to Oxford Street East would significantly impact the flow of traffic on Richmond Street. The close proximity of another traffic control device to the Oxford/Richmond traffic signal along with the high volume of traffic would result in increased congestion and driver frustration.

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Based on the above, a intersection pedestrian signal (IPS) is not recommended at this location. That being said, there are works planned for the Piccadilly/Richmond intersection that will reduce the number of collisions at the intersection and which should improve safety for pedestrians. The following table summarizes the 23 collisions at the Piccadilly Street/Richmond Street intersection over the past 36 months:

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| ➤ 1 NB-SB Head On | ➤ 4 NB Sideswipe |
| ➤ 7 WB-SB Right Angle | ➤ 1 SB Sideswipe |
| ➤ 3 WB-NB Right Angle | ➤ 1 WB Sideswipe |
| ➤ 1 SB Left-NB Turning Movement | ➤ 3 NB Rear End |
| ➤ 1 NB Left-SB Turning Movement | ➤ 1 SB Rear End |

The intersection is currently signed prohibiting left-turns from Piccadilly Street and through movements; however, drivers continue to disobey the restrictions. In order to mitigate the number of collisions and ensure compliance with the restrictions, an island (shown below) is schedule to be constructed this year on the east side of Richmond Street at Piccadilly Street that would physically prohibit westbound vehicles from turning-left or crossing Richmond Street. This accounts for 10 of the collisions (43%) which should improve safety for both vehicles and pedestrians.



Proposed changes to the Ontario Highway Traffic Act related to pedestrian safety will also help pedestrians crossing Richmond Street when they are implemented.




CONCLUSION

Taking into consideration the pedestrian volumes and impact that a pedestrian signal would have on the flow of traffic on Richmond Street, the installation of an IPS is not recommended. The installation of the right-turn island at the Piccadilly Street/Richmond Street intersection will reduce the severity of collisions at the intersection and should improve safety for pedestrians.

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ACKNOWLEDGEMENT:

This report was prepared by a team within the Roadway Lighting & Traffic Control Division comprised of Alexei Chkouro and Shane Maguire with input from Mark Ridley of the Transportation Planning and Design Division.

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| REVIEWED & CONCURRED BY: | |
|  | |
| JOHN BRAAM, P.ENG. MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER | |

March 14, 2012

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