



Current Process for the Review and Implementation of Traffic Control Measures (City-wide)

**January 31, 2023
Development Services Committee**



Purpose

- This presentation is intended to advise Council of the current process for the review and implementation of traffic control measures.
- The information report describes the processes in greater detail, including the specific justification warrant criteria for each traffic control type.



Agenda

- Background
- Types of Traffic Control Measures
 - All-way Stop Control
 - Traffic Control Signal
 - Pedestrian Cross-over
 - Parking and Stopping Prohibitions
- Requests for Traffic Control Measures



Background

- The City has a process in place when receiving, reviewing and responding to traffic safety concerns from individual Councillors or the general public.
- Staff follow the prescribed Ministry of Transportation of Ontario (MTO) justification criteria to determine warrants for all-way stop controls, traffic signals or pedestrian cross-overs.
- Justification criteria must be satisfied before the warranted traffic control measure is recommended to Council



Types of Traffic Control Measures

The following are the traffic control measures typically reviewed and implemented City-wide:

- All-Way Stop Control (AWS)
- Traffic Control Signal (TCS)
- Pedestrian Cross-Over (PXO)
- Parking and Stopping Prohibitions



All-Way Stop Control (AWS)

- Provides for the orderly movement of traffic and is recommended at intersections of two lower tier volume roadways with relatively similar traffic volumes and operating characteristics on all approaches.
- MTO justification criteria for AWS are:
 - Vehicular and Pedestrian Volume
 - Volume Split
 - Collision History
 - Unique Environmental Site Conditions
- AWS is not to be used as a speed control device



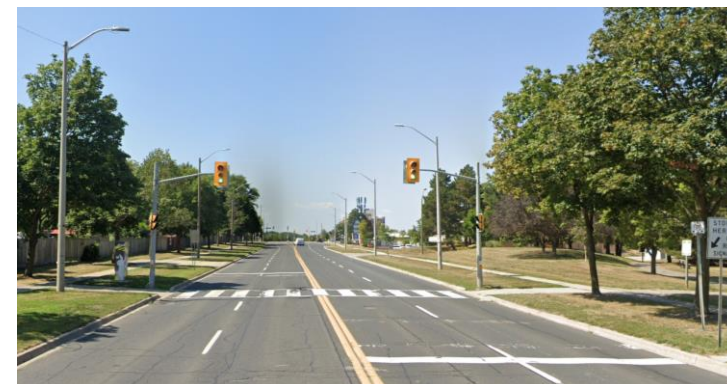


Traffic Control Signal (TCS)

- Higher form of traffic control, typically used at busier intersections where AWS are not feasible
- Provides for improved safety and efficiency for:
 - Alternating vehicular and pedestrian right-of-way at an intersection
 - Pedestrian right-of-way at a mid-block crossing
- MTO warrant criteria for TCS are:
 - Minimum 4-hour or 8-hour Vehicle Volume
 - Delay to Cross Traffic
 - Collision History
 - Pedestrian Volume & Delay
 - Projected/Future Volume



Intersection traffic control signal



Mid-block traffic control signal

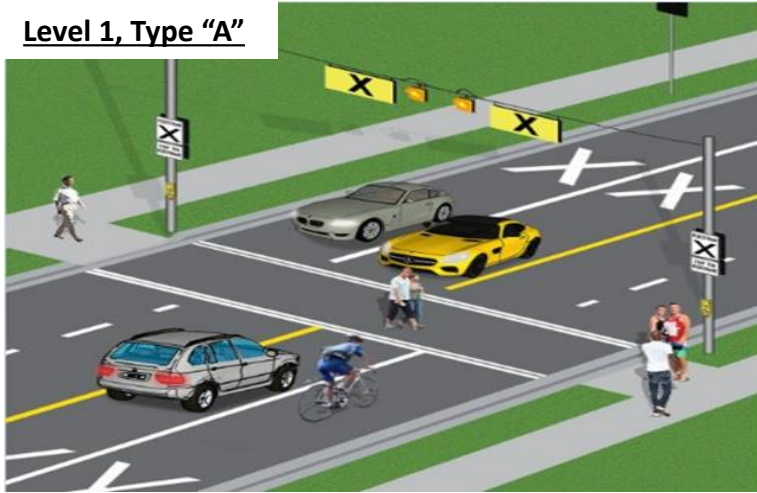


Pedestrian Cross-Over (PXO)

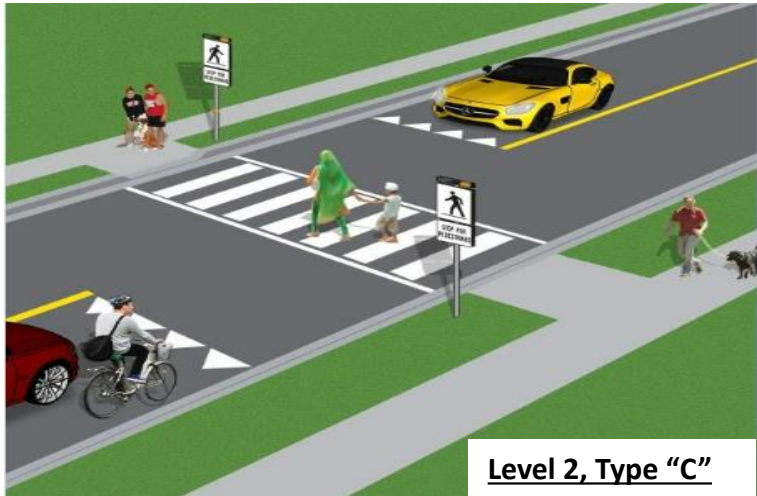
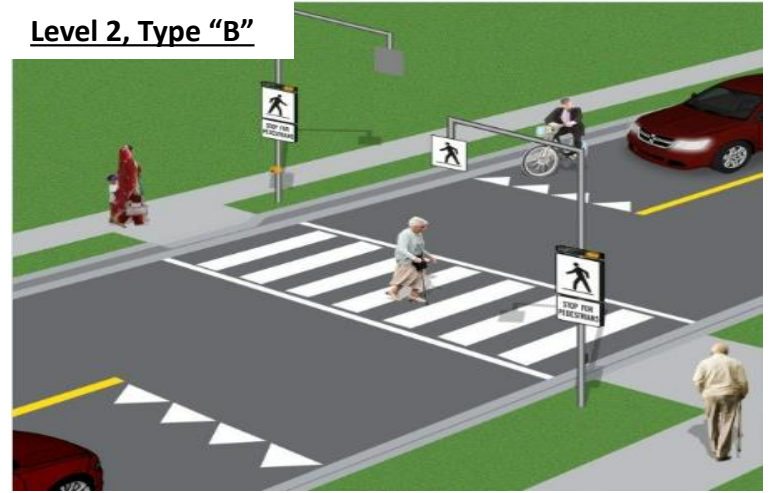
- The intent of the PXOs is to enable pedestrians to cross busy streets safely and with minimal wait times, while minimizing delay to motorists on the street.
- Motorists are required by Provincial Legislation to stop and allow for pedestrians to safely cross.
- MTO warrant criteria for PXO are:
 - Traffic & Pedestrian Volume
 - Crossing Width & Posted Speed Limit
 - Distance from Nearest Controlled Crossing
 - Pedestrian Walking Desire Lines



Level 1, Type "A"



Level 2, Type "B"



Level 2, Type "C"



Level 2, Type "D"



Parking and Stopping Prohibitions

- Staff recommends these restrictions for the following purposes:
 - Maintaining two-way traffic flow
 - Allowing for safe movement of emergency, transit and service vehicles
 - Ensuring sightline visibility requirements are being achieved at intersections, pedestrian crossings or shifts in horizontal road alignment
- Parking By-law 2005-188 must be amended, as approved by Council, to include new restrictions





Requests for Traffic Control Measures

- Requests from the public or Councillors for traffic controls can be referred to staff for review and response
 - Requests may be made through the Contact Centre, at any public meeting of Council, or a Committee of Council.
- Council has the authority to deny staff recommendation of a traffic control measure. However, there are risks that need to be considered in doing so:
 - Continued risk to public safety;
 - City could be liable in the event of an incident, if it is demonstrated that the recommended traffic control measure could have prevented the incident.
- Conversely, the City could also be liable in the event of an incident, if it is demonstrated that the unwarranted traffic control measure contributed to the incident, or the City chose to deviate from industry best practice.



Thank you.