



Office of the Commissioner
Transportation Services Department

MEMORANDUM

To: Members of Committee of the Whole

From: Paul Jankowski
Commissioner of Transportation Services

Date: May 20, 2020

Re: Pedestrian and Cyclist Pilot Measures Update

This memorandum provides Council with an update on pilot measures recently implemented at Regional intersections to increase pedestrian and cyclist safety.

Late 2019, enhanced operational measures were implemented at four signalized intersections to help protect pedestrians and cyclists

In [June 2019](#), Council received the Pedestrian and Cyclist Safety Improvements report, including a comprehensive data review indicating the probability of injury in collisions for pedestrians and cyclists is significantly higher compared to other modes of travel. Pedestrians and cyclists are at high risk with turning vehicles at signalized intersections on Regional roads. A suite of operational measures were evaluated and selected for implementation on a pilot basis, to create a safer environment.





Pedestrians and cyclists are appreciative of the pilot measures and motorists are experiencing delay as a result of the all-day, right turn on red restriction

In collaboration with York Regional Police, staff launched on-street safety campaigns and public outreach events at all four pilot locations to promote the safety measures. Pedestrian and cyclist feedback received at the public outreach events was positive, including noticing a difference and feeling safer crossing the road. Motorists have raised concerns about being delayed due to the all-day, no right turn on red operation when there are no pedestrians present. This is adding additional commute time and, as a result, motorists have requested a decrease in these delays. The preliminary safety benefits to pedestrians and cyclists support these changes to right turn on red restrictions

Initial results from the pilot, though limited, appear promising

Pilot measures have been in operation since January 2020 at Bathurst Street (Y.R. 38) and Carrville Road/Rutherford Road (Y.R. 73), Bathurst Street (Y.R. 38) and Clark Avenue, Major Mackenzie Drive (Y.R. 25) and Bayview Avenue (Y.R. 34), and Yonge Street (Y.R. 1) and Clark Avenue. A suite of operational measures were evaluated and selected for implementation on a pilot basis to create a safer environment for pedestrians and cyclists (Table 1). Measures were selected based on effectiveness, applicability to Regional roads and ease of implementation.

Table 1
Pedestrian and Cyclist Operational Measures

Operational Measure	Signage
Additional warning signage	
Leading Pedestrian Interval Traffic Signal (pedestrian head start)	
Restrict right turn on red signal	
Protected left turn movement (left turn only allowed on green left arrow)	

A preliminary review using video conflict analytics was conducted before and after implementation to compare conflict rates at each location. Preliminary findings at pilot locations indicate right turn on red restrictions and protected left-turn movements reduce vehicle-pedestrian conflicts by more than 50% and vehicle-vehicle conflicts by approximately 80%. As the pilot has only been underway for a few months, it is recognized the initial observations are limited. Staff will continue to monitor performance and report on the statistical findings next year.

More time is required to evaluate the pilot measures

Recognizing the preliminary assessment is based on limited data collected since January during the winter and irregular travel patterns due to the COVID-19 pandemic, it is too early to draw any conclusive findings. Staff requires more time to evaluate the pilot measures and will report back to Council in 2021.

Staff continues to monitor and analyze traffic operations and data to ensure investments in the Regional road network are optimized.

Paul Jankowski
Commissioner of Transportation Services

Bruce Macgregor
Chief Administrative Officer

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