



Bicycle & Pedestrian Studies

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iTRANS is a Canadian leader in pedestrian policy development, facility planning and design. We have developed pedestrian crossing policies and operational audits for many municipalities across Ontario, and for clients in Alberta. We have developed policies and warrants for traffic control signals, pedestrian signals, crossing guards and sidewalks, based on original research into pedestrian exposure and safety. iTRANS completed the We're All Pedestrians Program for the City of Toronto, a study to measure the effectiveness of new traffic control initiatives to reduce the frequency of vehicle-pedestrian conflicts and collisions through field testing and over 1,000 hours of on-site conflict evaluation.

Refuge Island and Split Pedestrian Crossover Review and Safety Audit (Phases 1 & 2) – City of Toronto

iTRANS managed a study to assess the current practice for the design and implementation of pedestrian islands on Toronto roads. The study included a review of collision history, driver and pedestrian behaviour, public interviews, surveys of other jurisdictions, and site visits to assess factors that contribute to the safe operation of the islands.

iTRANS then completed a detailed review of pedestrian and vehicle safety related to the operation of all refuge islands and split pedestrian crossovers on arterial roads in the city. A site-by-site audit for more than 50 locations was undertaken. The audits included a review of collision history and plotting of collision diagrams, documenting road and traffic characteristics, and identifying traffic control deficiencies. Collision trends were investigated, factors affecting collision frequency and severity were identified, and site-by-site recommendations were made.

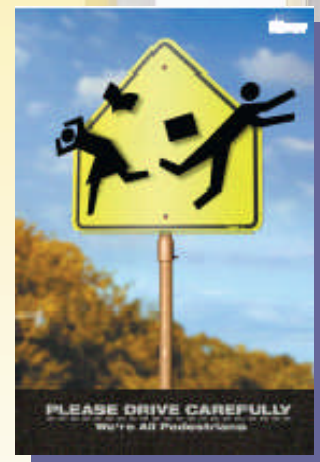
Refuge Island and Split Pedestrian Crossover Design Guidelines (Phase 3) – City of Toronto

iTRANS managed the development of a design guideline for the implementation of refuge islands and split pedestrian crossovers. The guidelines included a “context oriented design” philosophy, warrants, signage, markings, and allowed for additional features, such as railings.

We're All Pedestrians – City of Toronto

iTRANS managed a study to measure the effectiveness of three initiatives: Broad Pavement Markings, Leading Pedestrian Interval, and Passive Pedestrian Detection, to reduce the frequency of vehicle-pedestrian conflicts and collisions. The study involved field-testing and on-site evaluation to determine the effectiveness of these safety initiatives on Toronto roadways.

The study included a statistical analysis to determine sample size, training field surveyors, initiating innovative video based data collection, literature reviews, and safety analysis. Conclusions included the development of collision modification factors and a benefit-cost assessment of the study initiatives.



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