



**STAFF REPORT  
ACTION REQUIRED**

**Evans Avenue at Bellman Avenue – Pedestrian Crossing Protection**

<b>Date:</b>	June 9, 2008
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 6 – Etobicoke-Lakeshore
<b>Reference Number:</b>	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080091-to

**SUMMARY**

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This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision. Should amendments be made to the recommendations, City Council approval will be required.

The purpose of this report is to provide the results of Traffic Control Signal and Pedestrian Crossover Warrant studies at the intersection of Evans Avenue and Bellman Avenue, further to a petition received from area residents.

The installation of traffic control signals or a pedestrian crossover is not recommended at this time as the warrant requirements are not achieved.

**RECOMMENDATIONS**

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**Transportation Services recommends that:**

1. The installation of traffic control signals at the intersection of Evans Avenue and Bellman Avenue not be approved at this time as the Traffic Control Signal Warrant is not achieved.
2. The installation of a pedestrian crossover not be approved on Evans Avenue at Bellman Avenue as the Pedestrian Crossover Warrant is not met.

## **ISSUE BACKGROUND**

As a result of a petition received from area residents, Transportation Services were requested to study the intersection of Evans Avenue and Bellman Avenue to determine the need for some form of pedestrian crossing protection (i.e. traffic control signals or a pedestrian crossover) for north-south movements across Evans Avenue. A map of the area is Attachment No. 1.

## **COMMENTS**

Evans Avenue, in the area of Bellman Avenue, is a four-lane major arterial road with a recent daily traffic volume of approximately 17,400 vehicles. The width of the road is approximately 14.0 metres from curb to curb. Bellman Avenue is a two-lane local roadway. The intersection of these roadways is controlled by a 'Stop' sign on Bellman Avenue.

The legal speed limit on Evans Avenue, in the area of Bellman Avenue is 50 km/h. The speed limit increases to 60 km/h, east of Wickman Road.

A pedestrian crossover exists approximately 260.0 metres to the west at Treeview Drive. Traffic control signals are located approximately 700.0 metres to the east at Kipling Avenue.

Land uses in the area are industrial on the north side of Evans Avenue and residential on the south side.

The Toronto Transit Commission (TTC) operates transit service on Evans Avenue and there is an existing westbound stop opposite the southeast corner of Evans Avenue and Bellman Avenue.

To assess traffic conditions, an eight hour turning movement count was conducted on Wednesday, September 5, 2007. Our turning movement study results were applied to the Traffic Control Signal Warrant analysis. The study results are as follows:

- |    |                                  |                |
|----|----------------------------------|----------------|
| a) | Minimum Vehicular Volume Warrant | 29% compliance |
| b) | Delay to Cross Traffic Warrant   | 28% compliance |

In order to meet the warrants, 100 percent compliance is required in one of the categories or a minimum of 80 percent in both. Given that neither warrant is met, traffic control signals are not recommended.

Past studies produced similar negative results:

Study Date: Monday, November 14, 2005

- |    |                                  |                |
|----|----------------------------------|----------------|
| a) | Minimum Vehicular Volume Warrant | 32% compliance |
| b) | Delay to Cross Traffic Warrant   | 23% compliance |

In addition to the traffic control signal warrant analysis, study results were also applied to the pedestrian crossover warrant producing the following negative results:

Study Date: Wednesday, September 5, 2007

- |    |                           |                |
|----|---------------------------|----------------|
| a) | Pedestrian Volume Warrant | 15% compliance |
| b) | Pedestrian Delay Warrant  | n/a            |

Study Date: Monday, November 14, 2005

- |    |                           |                |
|----|---------------------------|----------------|
| a) | Pedestrian Volume Warrant | 15% compliance |
| b) | Pedestrian Delay Warrant  | n/a            |

In order to meet the warrants, 100 percent compliance is required in both of the categories. Given that the net eight-hour pedestrian volume is less than 200 (only 32 and 31 pedestrian crossings over eight hours in the Sept/07 and Nov./05 studies, respectively.), the Pedestrian Delay Warrant compliance percentage can not be calculated. Notwithstanding the results of the pedestrian crossover warrant analysis, the installation of a pedestrian crossover on Evans Avenue at Bellman Avenue would not be environmentally suitable given the operating or 85th percentile speed of 63 km/h on this section of Evans Avenue.

A review of the Toronto Police Service collision records for the six-year period from January 1, 2002 to December 31, 2007, reveals that there have been three reportable collisions that would be considered preventable by traffic control signals. Over this same time period, there have been no reported collisions involving pedestrians at/near the intersection of Evans Avenue and Bellman Avenue.

Based on the non-compliance of the warrants, it is recommended that traffic control signals or a pedestrian crossover not be installed on Evans Avenue at Bellman Avenue.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

Attachment No. 1: Map