



STAFF REPORT ACTION REQUIRED

Trethewey Drive and Martha Eaton Way – Traffic Control Signals

Date:	October 29, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 12 - York South-Weston
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080162-to

SUMMARY

The purpose of this report is to obtain approval for the installation of pedestrian traffic control signals on Trethewey Drive, just west of Martha Eaton way.

The installation of a pedestrian crossover (PXO) at this location is technically warranted based on the pedestrian volumes and delays, however, this location fails to meet the requirements of a pedestrian safety audit. Staff recommends the installation of pedestrian traffic control signals to assist pedestrians crossing Trethewey Drive.

As the Toronto Transit Commission (TTC) operates a transit service on Trethewey Drive, TTC staff have been consulted and advised of the proposed signal installation and have not objected. However, City Council approval is required.

RECOMMENDATIONS

Transportation Services recommends that:

1. Toronto City Council approve the installation of pedestrian traffic control signals on Trethewey Drive, just west of Martha Eaton Way.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Division 2008 Capital Budget	\$55,000.00

BACKGROUND

At the request of Councillor Frank Di Giorgio, Ward 12, York South - Weston, on behalf of area residents, Transportation Services staff investigated the need to install a pedestrian crossover (PXO) on Trethewey Drive, just west of Martha Eaton Way. A map of the area is Attachment No. 1.

COMMENTS

Trethewey Drive is classified as a minor arterial collector roadway. The area of Martha Eaton Way, on the north side of Trethewey Drive, west of Black Creek Drive, is primarily residential. The TTC operates transit service on Trethewey Drive. There are TTC stops on either side of Trethewey Drive, west of Martha Eaton Way that service this community.

Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2007 disclosed that seven collisions had occurred at this location. None of the collisions involved a pedestrian or a cyclist.

Traffic studies undertaken in early April 2008, during the busiest eight-hour period of a typical weekday revealed that, 410 pedestrians crossed Trethewey Drive in the vicinity of the two TTC stops.

Of the 410 pedestrians, 241 were delayed more than 10 seconds in crossing Trethewey Drive. Based on these volumes the technical warrants for the installation of a PXO are satisfied to the following extent:

Warrant 1:	Pedestrian Volume	100 percent; and
Warrant 2:	Pedestrian Delay	100 percent.

To meet the technical requirements for the installation of a PXO, both of the warrants must be 100 percent satisfied.

However, due to the bend in the roadway, generally as noted on the attached Map No. 1, visibility of oncoming vehicles is restricted. This, coupled with an 85th percentile speed of 63 km/h, makes this location technically unsuitable for the installation of a pedestrian crossover.

As a result, it was determined that the speed, volume and the bend in the road are critical. If motorists' speeds are too high, the traffic volumes are too great, or the road conditions are unfavourable, the operational safety of the pedestrian crossover is compromised as it presents a potential risk for pedestrians to be exposed to injury. Staff recommends the installation of pedestrian traffic control signals at this location.

CONTACT

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SIGNATURE

John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment No. 1: Map

Attachment No. 2: Appendix A

Appendix A

Trethewey Drive, west of Martha Eaton Way. Pedestrian Crossover Environmental Criteria Checklist

Standard or Criteria to be met for physical suitability of a pedestrian crossover.	Met/Not met	Comment
Vehicle operating speed less than 60 km/hr.	Not Met	Operating speed is 63 km/h
Not more than four lanes wide on a two-way street or more than three lanes wide on a one-way street.	Met	Trethewey Drive is four lanes wide
Traffic volume less than 35,000 vehicles per day (total both directions).	Met	Approx. 17,500 vehicles per day on Trethewey Drive
No driveways or entrances nearby	Not Met	There are driveways east of the proposed PXO
No significant volume of turning movements which interfere with pedestrian crossover.	Not Met	211 (8 Hour Count) southbound left-turns and right turns at Martha Eaton Way
No visibility problems exist for either pedestrians or motorists.	Not Met	Bends in the roadway create visibility concerns
No loading zones (including TTC) in the immediate vicinity.	Not Met	Two TTC bus stops
Not less than 215 metres to another pedestrian crossover or traffic control device.	Met	Traffic control signals are located approx. 260 metres to the east at Black Creek Drive and a PXO is located 240 metres to the west at Brookhaven Drive