

Jane Street and Wright Avenue – Traffic Control Signals

Date:	July 23, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	P:\2010\Cluster B\TRA\Etobicoke York\eycc100138-to

SUMMARY

The purpose of this report is to obtain approval for installing traffic control signals at the Jane Street and Wright Avenue intersection to provide a safer crossing environment for pedestrians crossing lane street, as well as assisting vehicles exiting and entering Wright Avenue.

The Pedestrian Crossover Warrant technical requirements are achieved; however, the environmental factor present in this area, specifically the wide, five-lane cross-section, makes a pedestrian crossing unsuitable for this location. Instead we recommend installing traffic control signals at this intersection. The rear driveway to the No Frill's grocery store will also be included in the signals.

Since the Toronto Transit Commission (TTC) operates a transit service on Weston Road, City Council approval of this report is required. TTC staff has been consulted on this item and their comments are contained within this report.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. The installation of traffic control signals at the intersection of Jane Street and Wright Avenue/No Frill's driveway.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within capital works budget	Project No. CTP709-01	\$130,000.00

ISSUE BACKGROUND

As a result of a request received from residents of the community to the west of Jane Street, between Lawrence Avenue and Denison Road East, staff examined the need for traffic control that would provide access onto Jane Street, as well as pedestrian crossing protection. A map of the area is Attachment 1.

COMMENTS

Jane Street, in the vicinity of Wright Avenue, is a five-lane major arterial road including a centre left turn lane. A recent daily traffic volume of about 34,000 vehicles was recorded. The road width is approximately 15.0 metres from curb to curb. Land use in the area is residential and commercial retail.

Traffic control signals are located approximately 225 metres to the north at the Jane Street and Lawrence Avenue intersection and 150 metres to the south at the Jane Street and Harding Avenue intersection.

Wright Avenue is a two-lane local road. A stop control is located on the Wright Avenue approach to Jane Street. The legal speed limit on this section of Jane Street is 50 km/h.

The Toronto Transit Commission (TTC) operates transit service on Jane Street and Wright Avenue including northbound and southbound stops on Jane Street, as well as a stop on the north side of Wright Avenue to the west of Jane Street. The Eglinton Avenue West 32C bus loops through Jane Street, Wright Avenue and Pine Street in a clockwise direction. Jane Street is under review for a potential future LRT line on this street. TTC staff has advised that to maintain the signals at this location in the future, there are likely to be property impacts. As such, the area will be reviewed to determine if the Jane Street and Harding Avenue intersection could be used as an alternative for U-turn access/egress, considering these future property requirements may impact the need to maintain these signals at this location. However, TTC staff has advised that the timing for installation of the Jane LRT, based on current funding projections, would not be until after 2022.

Toronto Transit Commission Service Planning staff indicates that they presently oppose the installation of the signals at this location. However, their concerns are related to the spacing between the signals at Harding Avenue, 150 metres to the south. While there are numerous locations with spacing of 150 metres or less throughout the City, this spacing is less than ideal. Nevertheless, Transportation Services staff continues to believe that the signs can be co-ordinated with the adjacent signals at Lawrence Avenue and at Harding Avenue to minimize delays on Jane Street. In addition, we are recommending that the signs at Jane Street and Wright Avenue operate semi-activated (change only on demand) to minimize delays.

Study results were applied to the pedestrian crossover (PXO) warrant, producing the following results:

Study Date: Thursday, October 1, 2009

PXO Warrant	Required Volume	Recorded Volume	Compliance
Adjusted Pedestrian Volume	200	201	101%
Pedestrian Delays Greater Than 10 Seconds	130	137	106%

To warrant the installation of a pedestrian crossover, compliance levels of 100% are required in both of the above categories.

The PXO warrant provides an adjustment factor for senior citizens, unassisted children and physically disabled pedestrians. During our eight hour study period, the majority of pedestrians crossing Jane Street and Wright Avenue were youths or adults, as follows:

Types of Pedestrians	Number of Pedestrians
Assisted Children	7
Unassisted Children	1
Youths / Adults	153
Senior Citizens	40
Physically Disabled	0

Assisted children are children crossing the road accompanied by a youth, an adult or a senior citizen.

Although the installation of a PXO is technically warranted near Wright Avenue, considering the road conditions, staff evaluated this location for traffic control signals according to guidelines developed for the “Audit of Operational and Physical Suitability of Pedestrian Crossovers in Toronto.” This review shows that a number of criteria for installing a PXO are not achieved. The standards and the comparative characteristics at this location are described in more detail in Appendix “A.”

A review of the Toronto Police Service collision records for the three-year period from January 1, 2007, to December 31, 2009, shows that there were four reported crashes that are be considered preventable by installing traffic control signals. Over the same time period, there were no reported crashes involving pedestrians at or near the Jane Street/Wright Avenue intersection, however, one collision did involve a cyclist.

Based on the findings of the pedestrian crossover safety audit, it is recommended to install traffic control signals at the intersection of Jane Street and Wright Avenue. While the installation of traffic control signals will provide for a safer crossing environment for

pedestrians at this location and assist vehicles exiting and entering Wright Avenue, it will result in increased delay for through vehicles on Jane Street.

CONTACT

Bruce Clayton - Etobicoke York District
Tel: (416) 394-8409; Fax: (416) 394-8942
e-mail: clayton@toronto.ca
AFS 12678

SIGNATURE

Steven T. Kodama, P.Eng.
Acting Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix "A"	Environmental Standards for PXO Suitability Table
Attachment 1:	Map

APPENDIX A

Environmental Standards for PXO Suitability

Standards or Criteria to be Met for Physical Suitability of a PXO	Met/ Not Met	Comment
Vehicle Operating speed less than 60 km/h	Met	85 th percentile speed is 55 km/h
Not more than four lanes wide on a two-way street, or more than three lanes on a one-way street	Not Met	Five lanes
Traffic volume less than 35,000 vehicles per day (total both directions)	Met	34, 080 vehicles per day
No driveway entrances within 30 metres	Not Met	commercial driveways on both sides
No Significant volume of turning movements which interfere with PXO	Not Met	Turning movements to and from grocery store driveway
No visibility problems exist for either pedestrians or motorists	Met	
No loading zones (including T.T.C.) in the immediate vicinity	Not Met	T.T.C. bus stop on both sides of the street
Not less than 215 metres to another PXO or traffic device	Not Met	Traffic signals located at 150.0 meters south of the proposed location