



## STAFF REPORT ACTION REQUIRED

### Traffic Control Signals – Ossington Avenue at Argyle Street

<b>Date:</b>	December 2, 2009
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Trinity-Spadina, Ward 19
<b>Reference Number:</b>	Ts09197te.top.doc

#### SUMMARY

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Transportation Services is requesting authority from City Council to install traffic control signals at the intersection of Ossington Avenue and Argyle Street.

The installation of traffic control signals at this location will replace an existing pedestrian crossover (PXO) and enhance safety for pedestrians and motorists. This installation will result in the loss of approximately nine parking spaces.

#### RECOMMENDATIONS

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**Transportation Services recommends that City Council:**

1. Approve the removal of a pedestrian crossover (PXO) from the south side at the intersection of Ossington Avenue and Argyle Street and, coincident with the removal of the PXO, approve installation of traffic control signals at this intersection.

#### Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services 2010 Interim Operating Budget	\$130,000.00

#### ISSUE BACKGROUND

Transportation Services was requested by Deputy Mayor Joe Pantalone to investigate and report on the installation of traffic control signals at the intersection of Ossington Avenue and Argyle Street to enhance crossing safety for pedestrians.

## COMMENTS

### Current conditions

Ossington Avenue is a minor arterial roadway with a daily two-way traffic volume of about 12,000 vehicles and a speed limit of 40 km/h. This section of Ossington Avenue generally operates with a single lane of traffic in each direction, with parking permitted on both sides except during the peak periods. Transit service on Ossington Avenue is provided by the “63-Ossington” bus and there are near-side stops located at Argyle Street. Argyle Street is a local roadway that operates one-way in the eastbound direction. It has a daily traffic volume of about 1,600 vehicles and a speed limit of 40 km/h. Argyle Street is “Stop” controlled at the intersection of Ossington Avenue. Additionally, there is a pedestrian crossover (PXO) located on the south intersection leg, with a crossing guard present during school hours.

The two schools in the vicinity of this intersection are Senhor Santo Cristo Catholic School (No. 30 Humbert Street) and Givins/Shaw Junior Public School (No. 49 Givins Street). Both are elementary schools and have students crossing Ossington Avenue at Argyle Street.

### Investigation

Transportation Services initially undertook a study to review the operating characteristics at the PXO. During the busiest eight-hour period of a typical weekday, 616 pedestrians were recorded crossing Ossington Avenue within the crosswalk. Additionally, 126 pedestrians were recorded crossing Ossington Avenue outside the crosswalk. During 96 percent of the crossings, the overhead flashing lights were used. Three motorists over the eight-hours did not yield to pedestrians within the crosswalk.

Based on the vehicular and pedestrian traffic count data obtained at the intersection of Ossington Avenue and Argyle Street, the technical warrants for the installation of traffic control signals are satisfied to the following extent:

- |              |                          |            |
|--------------|--------------------------|------------|
| • Warrant 1: | Minimum Vehicular Volume | 85 percent |
| • Warrant 2: | Delay to Cross Traffic   | 86 percent |
| • Warrant 3: | Collision Hazard         | 7 percent  |

To meet the technical requirements for the installation of traffic control signals, one of the “Minimum Vehicular Volume” or “Delay to Cross Traffic” warrants must be 100 percent satisfied, or any two of the three warrants must be at least 80 percent satisfied.

The “Collision Hazard” warrant is based on the number of collisions potentially preventable by the installation of traffic control signals. Collision statistics provided by the Toronto Police Service for the three-year period ending July 31, 2009 disclosed that six collisions had occurred at the intersection of Ossington Avenue and Argyle Street. Of the six collisions, none involved a pedestrian, and one was considered potentially preventable by the installation of traffic control signals.

Based on the above results, the installation of traffic controls signals is warranted and recommended at this intersection.

The Toronto Transit Commission (TTC) has been advised of the proposed installation of traffic control signals at this intersection. Transit priority does not operate on Ossington Avenue at this time. The TTC advises there are future plans to install transit priority to assist the “63-Ossington” bus route, which would include the intersection with Argyle Street.

## **Summary**

To provide enhanced protection for motorists and pedestrians crossing Ossington Avenue, the installation of traffic control signals and the removal of the PXO at this intersection is recommended. Signalization will enhance intersection safety and minimize conflicts between pedestrians and motor vehicles, but some less desirable consequences may result:

- Increased congestion and delay to traffic on Ossington Avenue is possible;
- Traffic volume could increase on Argyle Street;
- As with any installation of traffic control signals, parking must be prohibited at all times within 30.5 metres of the intersection. This will result in a loss of about six parking spaces on Ossington Avenue and three parking spaces on Argyle Street;
- Pedestrians will experience increased wait times before being able to cross Ossington Avenue.

## **CONTACT**

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## **SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

## **LIST OF ATTACHMENTS**

- (1) Drawing No. 421F-9855, dated December 2009

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