



## STAFF REPORT ACTION REQUIRED

### Traffic Control Signals - Finch Avenue West and Milady Road/Private Access

<b>Date:</b>	November 20, 2011
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Acting Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 7 – York West
<b>Reference Number:</b>	p:\2011\Cluster B\TRA\EtobicokeYork\eycc11003-to

#### SUMMARY

The purpose of this report is to obtain approval for installing traffic control signals at the Finch Avenue West and Milady Road/Private Access intersection. Since the Toronto Transit Commission (TTC) provides service on Finch Avenue West, City Council approval of this report is required.

Results of our recent studies show that installation of a pedestrian crossover is justified as the technical criteria have been met; however, this form of crossing protection fails to meet several key suitability standards at this location. As an alternative, installing traffic control signals at this intersection will provide a safe crossing for pedestrians.

#### RECOMMENDATIONS

**Transportation Services recommends that City Council approve:**

1. The installation of traffic control signals at the intersection of Finch Avenue West and Milady Road/Private Access.

#### Financial Impact

Type of Funding	Source of Funds	Amount
Available within capital works budget	Project No. CTP709-01	\$250,000.00

## ISSUE BACKGROUND

As a result of a request received from the Ward Councillor's office, on behalf of area residents, Transportation Services studied the intersection of Finch Avenue West and Milady Road/Private Access to determine the need for pedestrian crossing protection across Finch Avenue West and to facilitate southbound and northbound vehicles at this location. A map of the area is Attachment 1.

## COMMENTS

Finch Avenue West, in the vicinity of Milady Road, is a four-lane road with dual left-turn lanes providing access to Milady Road and the private development on the south side of the road. The average daily traffic approximately is 39,000 vehicles. The road width is approximately 20.0 metres from curb to curb. Land use in the area is mainly low density residential (detached homes) and medium density residential (town homes).

The statutory speed limit is 60 km/h on this section of Finch Avenue West and 50 km/h for Milady Road. This intersection is controlled by 'Stop' signs on Milady Road and the private access facing southbound and northbound traffic respectively. A prohibition of through traffic exists for both northbound and southbound.

Traffic control signals are located approximately 170 metres to the east at the Finch Avenue West and Ardwick Boulevard/Pearldale Avenue intersection and 360 metres to the west at the Finch Avenue West and Islington Avenue intersection.

The Toronto Transit Commission (TTC) provides service on Finch Avenue West including an existing westbound bus stop at the northeast corner of the intersection of Finch Avenue West and Milady Road, and an eastbound bus stop at the southwest corner of the intersection.

To assess traffic conditions, studies were conducted on Tuesday, September 20, 2011, at the intersection of Finch Avenue West and Milady Road/private access. We applied traffic study data to traffic control signal warrant and our analysis indicate that there is insufficient vehicular traffic entering the intersection from Milady Road and the private access to satisfy the Traffic Signal Warrant at this time. We also applied the study data to the Pedestrian Crossover (PXO) Warrant which produced the following results:

Study Date: Tuesday, September 20, 2011

PXO Warrant Category	Required Volume	Recorded Volume	Compliance
Adjusted Pedestrian Volume	200	237	119%
Pedestrian Delays Greater Than 10 Seconds	109	185	169%

To justify the installation of a pedestrian crossover, compliance levels of 100% are required in both of the above warrant 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 Finch Avenue West at Milady Road were youths or adults, as follows:

Types of Pedestrians	Actual Number of Pedestrians
Assisted Children	17
Unassisted Children	2
Youths / Adults	196
Senior Citizens	10
Physically Disabled	0
Total	225

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 justified at the subject intersection our review shows that a number of suitability criteria for installing a PXO are not achieved (Audit of Operational and Physical Suitability). 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 3-year period from January 1, 2008, to May 15, 2011, shows that there were three reported collisions considered preventable by installing traffic control signals. Over the same time period, there were no reported collisions involving pedestrians at or near the Finch Avenue West and Milady Road/private access intersection.

Based on our findings, we recommend installing traffic control signals at the intersection of Finch Avenue West and Milady Road/private access. The installation of traffic control signals will provide for a safer crossing environment for pedestrians and assist vehicles exiting and entering Milady Road and the private access.

To mitigate delays along Finch Avenue West, signal coordination will be maintained. Furthermore, the signals will cycle based on demand from pedestrians and motorists entering the intersection from Milady Road and the private access. Pedestrians and vehicles arriving from Milady Road and the private access will experience a reasonable amount of waiting time to receive their green display as the signal will not respond immediately due to main street coordination.

## **CONTACT**

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## **SIGNATURE**

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## **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	Comments
Vehicle Operating speed less than 60 km/h	Not Met	85 <sup>th</sup> percentile speed is 66km/h (based on radar speed study, free flow conditions)
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)	Not Met	39,118 vehicles per day
No driveway entrances within 30 metres	Met	
No Significant volume of turning movements which interfere with PXO	Not Met	Turning movements to and from Milady Rd/Private 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 170.0 meters east of the proposed location