



STAFF REPORT ACTION REQUIRED

Traffic Control Signals – Burnhamthorpe Road and Meadowbank Road

Date:	May 17, 2012
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 3 – Etobicoke Centre and Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2012\Cluster B\TRA\EtobicokeYork\eycc120091-to

SUMMARY

The purpose of this report is to obtain approval for installing traffic control signals at the intersection of Burnhamthorpe Road and Meadowbank Road.

Although the warrants for the installation of traffic control signals are not met, a safety audit of the existing pedestrian crossover on Burnhamthorpe Road at Meadowbank Road showed that this location is no longer environmentally suitable for a pedestrian crossover, given the existing operating speed of vehicle traffic on Burnhamthorpe Road. Based on the results of the pedestrian crossover audit, staff is recommending that the pedestrian crossover be replaced with traffic control signals.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. Installing traffic control signals at the intersection of Burnhamthorpe Road and Meadowbank Road.
2. Removing the pedestrian crossover on Burnhamthorpe Road at Meadowbank Road, in conjunction with installing traffic control signals.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within capital works budget	Project No.	\$100,000.00

ISSUE BACKGROUND

Transportation Services staff received a request from the Ward 5 Councillor, on behalf of an area resident to review the feasibility of replacing the existing pedestrian crossover on Burnhamthorpe Road at Meadowbank Road with traffic control signals. A map of the area is shown on Attachment 1.

COMMENTS

According to the City of Toronto's road classification system, Burnhamthorpe Road is classified as a "major arterial" roadway. Meadowbank Road is classified as a "local" roadway. The statutory speed limit on Burnhamthorpe Road and Meadowbank Road is 50 km/h. This intersection is controlled by "Stop" sign on Meadowbank Road facing southbound traffic. A pedestrian crossover (PXO) is located at the east approach of the intersection of Burnhamthorpe Road and Meadowbank Road. The adjacent land use in this area is residential.

A Toronto Transit Commission (TTC) bus stop is located on the northeast corner of the intersection of Burnhamthorpe Road and Meadowbank Road for westbound traffic.

To assess traffic conditions, an eight-hour turning movement count was conducted at the intersection of Burnhamthorpe Road and Meadowbank Road. 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 | 21% compliance |
| b) | Delay to Cross Traffic Warrant | 13% compliance |

In order to meet the warrants, one hundred per cent compliance is required in one of the categories or a minimum of 80 per cent in both. The warrants for installing traffic control signals are not met at the intersection of Burnhamthorpe Road and Meadowbank Road.

Given the failure of the intersection to meet the traffic control signal warrants, the safety protocol requires that staff conduct an audit of the existing pedestrian crossover. One of the primary criteria is the road's vehicular operating, or 85th percentile speed. Pedestrian crossovers are not appropriate if vehicle operating speeds exceed 60 km/h. Our most recent speed studies on Burnhamthorpe Road, in the area of Meadowbank Road, indicated an 85th percentile speed of 61 km/h. Given the operating speeds on Burnhamthorpe Road, the existing pedestrian crossover at Meadowbank Road is no longer considered environmentally suitable for pedestrian crossings.

Based on the findings of the pedestrian crossover audit, it is recommended that the existing pedestrian crossover be removed and be replaced by traffic control signals at the intersection of Burnhamthorpe Road and Meadowbank Road. The installation of traffic control signals will provide a more appropriate form of crossing protection at this location.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map