



## **STAFF REPORT ACTION REQUIRED**

### **Traffic Management Plan – Junction Triangle Area (Non-delegated Items)**

<b>Date:</b>	November 5, 2013
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services, Toronto and East York District
<b>Wards:</b>	Davenport, Ward 18
<b>Reference Number:</b>	Ts2013209te.top.doc

#### **SUMMARY**

Transportation Services is requesting City Council receive this report for informational purposes only.

Transportation Services is responding to a request from Councillor Ana Bailão to report on a number of requests in the Junction Triangle Area. The area is bounded by Bloor Street West to the south, Lansdowne Avenue to the east, and the CN tracks to the north and west. The residents have numerous traffic concerns, including vehicle speeds and volumes, parking activity, turn prohibitions and signal timings.

The proposals in the Junction Triangle Area that are delegated items will be addressed in a separate report to Toronto and East York Community Council entitled "Traffic Management Plan - Junction Triangle Area (Delegated Items)".

#### **RECOMMENDATIONS**

**Transportation Services recommends that:**

1. City Council not approve the installation of a pedestrian crossover at the intersection of Symington Avenue and Paton Street/Ernest Avenue.
2. City Council not approve a left-turn prohibition for eastbound Bloor Street West at Perth Avenue operating from 7:00 a.m. to 7:00 p.m., daily.

3. City Council not approve a left turn prohibition for westbound Dupont Street at Campbell Avenue operating Monday to Friday, 7:00 a.m. to 10:00 a.m., Monday to Friday.

### **Financial Impact**

The adoption of staff recommendations will not result in any financial impacts. If, however, Toronto City Council decides that the amendments to the existing traffic regulations would be beneficial, the following financial impacts will result:

1. Should Community Council decide that a pedestrian crossover should be installed at Symington Avenue and Paton Street/Ernest Avenue, the estimated cost would be \$30,000.00 and it would be funded from the Transportation Services Capital Program, subject to competing priorities. The added annual operation and maintenance costs of \$4,000.00 associated with this installation would be funded by the annual Transportation Services Operating Budget.
2. The estimated cost for installing a left-turn prohibition would be \$500.00 per location. Funds to undertake the necessary signage adjustments are contained within Transportation Services 2013 Operating Budget.

### **ISSUE BACKGROUND**

At the request of Councillor Ana Bailão, on behalf of the Junction Triangle Traffic Management Committee (JTTMC), Transportation Services reviewed a number of proposals to amend the existing traffic regulations in the Junction Triangle area.

### **COMMENTS**

#### **Study Area**

The Junction Triangle refers to the area bounded by Bloor Street West to the south, Lansdowne Avenue to the east and the CN tracks to the north and west. This area comprises a network of arterial, collector and local streets. The land use is mainly residential, with several parks and schools. Additionally, parts of the study area include commercial uses fronting on the arterial roadways, as well as some industrial land uses. TTC service in the study area is provided by the following:

- the 26 Dupont bus, which travels east-west on Dupont Street;
- the No. 168 Symington bus, which travels north-south on Symington Avenue; and
- the No. 402 Parkdale bus, which is a community bus providing accessible service on several local streets, including Symington Avenue, Rankin Crescent, Paton Road and Wallace Avenue.

#### **Issues**

Through various community meetings, the Junction Triangle Traffic Management Committee (JTTMC) has developed a list of residents' concerns relating to traffic

volume/speed and traffic infiltration. The following list of proposals requiring approval by Toronto City Council was developed to address the various concerns:

## **1. Pedestrian Crossover – Symington Avenue at Ernest Avenue\Paton Road**

Symington Avenue is a minor arterial roadway operating two-way with a posted speed limit of 40 km/h. Ernest Avenue and Paton Road are local roadways with speed limits of 40 km/h, intersecting Symington Avenue to form the west and east legs of an offset intersection. TTC service at this intersection is provided by the No. 168 Symington bus.

Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2012 disclosed that four reported collisions had occurred at this intersection. Further review disclosed none of these four collisions involved a pedestrian.

Traffic studies undertaken in October of this year during the busiest eight-hour period of a typical weekday revealed that 293 pedestrians crossed Symington Avenue at Ernest Avenue\Paton Road. The 293 pedestrians were classified as follows:

- 195 youths and adults (67 percent);
- 54 assisted children (18 percent);
- 31 unassisted children (11 percent);
- 13 seniors (4 percent); and
- 0 disabled (0 percent).

Of the 293 pedestrians, 20 were delayed more than 10 seconds in crossing Symington Avenue. Based on these volumes the technical justifications for the installation of a PXO are satisfied to the following extent:

- Pedestrian Volume: Met; and
- Pedestrian Delay: Not Met.

To meet the technical requirements for the installation of a PXO, both of the justifications must be satisfied. Based on the above results, the installation of a PXO is not justified at this intersection at this time.

Based on these studies, the installation of a pedestrian crossover cannot be justified. Observations revealed there are sufficient gaps in traffic on Symington Avenue for pedestrians to cross the roadway and sight lines between pedestrians and motorists are good.

## **2. Left-Turn Prohibitions**

In order to address the resident's concerns of non-local, cut-through traffic, the JTTMC proposes to implement left-turn prohibitions at two intersections. The results for both locations have been summarized below.

(a) Eastbound Bloor Street West at Perth Avenue, 7:00 a.m. to 7:00 p.m., daily

Transportation Services reviewed the feasibility of prohibiting eastbound left turns from 7:00 a.m. to 7:00 p.m., daily, on Bloor Street West at Perth Avenue in order to decrease traffic infiltration in the Junction Triangle neighbourhood.

The intersection of Bloor Street West and Perth Avenue is controlled by "Stop" signs for traffic on Perth Avenue. Bloor Street West is a four-lane major arterial roadway with a daily, two-way traffic flow of about 25,000 vehicles and a speed limit of 50 km/h. Perth Avenue is a two-lane local road with a daily, two-way traffic flow of about 1,500 vehicles and a posted speed of 30 km/h as traffic calming measures (speed humps) have been installed.

During the busiest eight-hour period of a typical weekday, about 670 eastbound left-turns are made at the intersection of Bloor Street West and Perth Avenue. Prohibiting eastbound left turns from 7:00 a.m. to 7:00 p.m., daily, at Bloor Street West and Perth Avenue will result in decreased traffic volumes on Perth Avenue in the vicinity of Bloor Street West. This proposal may also improve the movement of traffic on Bloor Street West.

However, the displaced traffic will have a significant impact to the adjacent signal operation at the intersection of Bloor Street West and Symington Avenue. For comparison, over the busiest eight-hour period of a typical weekday, about 580 eastbound left turns are made at the intersection of Bloor Street West and Symington Avenue.

Therefore, due to the lack of alternative options for traffic displaced by the proposed eastbound left turn prohibition, as well as the negative operational impacts to the adjacent traffic control signals, the proposed eastbound left-turn prohibition at Bloor Street West and Perth Avenue is not recommended.

(b) Westbound Dupont Street at Campbell Avenue, 7:00 a.m. to 10:00 a.m., Monday to Friday

Transportation Services reviewed the feasibility of prohibiting westbound left turns from 7:00 a.m. to 10:00 a.m., Monday to Friday, on Dupont Street at Campbell Avenue in order to decrease traffic infiltration in the Junction Triangle neighbourhood.

The intersection of Dupont Street and Campbell Avenue is controlled by "Stop" signs for traffic on Campbell Avenue. Dupont Street is a two-lane major arterial roadway with bicycle lanes, a two-way daily traffic flow of about 25,000 vehicles and a speed limit of 50 km/h. Campbell Avenue is a two-lane local roadway with a daily, two-way traffic flow of about 800 vehicles and a posted speed of 30 km/h as traffic calming measures (speed humps) have been installed.

Prohibiting westbound left turns from 7:00 a.m. to 10:00 a.m., Monday to Friday, at Dupont Street and Campbell Avenue will result in decreased traffic volumes on Campbell

Avenue. However, the displaced traffic will be diverted to adjacent residential roadways within the Junction Triangle neighbourhood and will result in some residents having to travel more circuitous routes to get to their homes. Therefore, Transportation Services will not recommend the left-turn prohibition without support from affected residents.

(c) Left-Turn Advance Green Signals

In order to provide a left-turn green arrow for motorists, the JTTMC has proposed to implement left-turn advance green signals at three intersections. The three intersections and the directions are as follows:

- For eastbound motorists on Bloor Street West at Symington Avenue, to operate at all times;
- For eastbound and westbound motorists on Dupont Street at Lansdowne Avenue, to operate at all times; and
- For eastbound and westbound motorists on Dupont Street at Symington Avenue, to operate at all times.

Transportation Services is in the process of collecting and analyzing the data needed to determine if the above-noted traffic control signal adjustments are warranted. As these changes do not require Council approval, Transportation Services will notify Councillor Bailão of our study results directly.

## **CONTACT**

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## **SIGNATURE**

Jacqueline White, P.Eng.  
Director, Transportation Services  
Toronto and East York District

## **LIST OF ATTACHMENTS**

- (1) Drawing No. T1016-4, dated April 2012

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