

Traffic Control Signals - Wynford Drive and Garamond Court/Private Access

Date: October 16, 2017

To: North York Community Council

From: Acting Director, Transportation Services Division, North York District

Wards: Ward 26 - Don Valley West

SUMMARY

As the Toronto Transit Commission (TTC) operates bus service on Wynford Drive, City Council approval of this report is required.

Transportation Services is requesting approval to install traffic control signals at the intersection of Wynford Drive and Garamond Court/private access.

The installation of traffic control signals is technically justified and will enhance safety for all road users. However, this installation may increase delays for east-west motorists on Wynford Drive, as these movements will no longer operate with free flow. There are no changes recommended at the existing pedestrian crossover (PXO) on Wynford Drive, 150 metres east of Garamond Court/private access, as it is operating satisfactorily.

RECOMMENDATIONS

The Acting Director, Transportation Services, North York District recommends that:

1. City Council approve the installation of traffic control signals at the intersection of Wynford Drive and Garamond Court/Private Access.

FINANCIAL IMPACT

The estimated cost for installing traffic control signals is approximately \$180,000. This installation would be subject to the availability of funding and competing priorities.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services reviewed pedestrian crossing concerns on Wynford Drive in the vicinity of Garamond Court, at the request of staff of the Scotiabank at 90 Wynford Drive. The Scotiabank is located on the north side of the street, east of the intersection, and has a 10 year parking agreement with the Aga Khan Museum, located on the south side of the street.

Wynford Drive is a minor arterial street with a daily two-way traffic volume of approximately 21,000 vehicles and a regulatory 50 km/h speed limit. The roadway width is 16 metres, consisting of two lanes in each direction and a two-way centre turn lane. There are municipal sidewalks on both sides of the road. There are protected pedestrian crossings on Wynford Avenue, approximately 340 metres to the west of Garamond Court, at the traffic control signals at Gervais Drive, and approximately 150 metres to the east of Garamond Court, at a mid-block pedestrian crossover (PXO). The TTC operates the 34 Eglinton East bus service on Wynford Drive and there are east-west transit stops located approximately 55 metres west of Garamond Court and 165 metres east of Garamond Court.

Garamond Court is a local street that runs north from the stop controlled intersection with Wynford Drive and turns east to terminate in a dead-end, turnaround loop. It has a regulatory speed limit of 50 km/h, a pavement width of 10 metres and operates with a single lane in each direction. There is no TTC service provided on Garamond Court.

There is a 15 metre wide private driveway on the south side of Wynford Drive, opposite Garamond Court, that provides access to/from the Aga Khan Museum. The driveway consists of single inbound and outbound lanes, separated by a raised median island.

A review of Toronto Police Services collision records for the three-year period ending August 31, 2017 revealed that there was one reported collision involving a pedestrian crossing Wynford Drive, in the vicinity of Garamond Court. In this collision, a northbound pedestrian was crossing Wynford Drive mid-block and was struck by a southbound vehicle turning left from a private driveway. The pedestrian sustained minor injuries and the motorist was not charged.

To evaluate the pedestrian crossing concerns on this section of Wynford Drive, Transportation Services undertook the following studies:

- a weekday eight-hour vehicle turning movement and a pedestrian volume and delay study were undertaken on April 5, 2017 at the intersection of Wynford Drive and Garamond Court; and
- a weekday eight-hour pedestrian observance study was undertaken on May 15, 2017 at the existing PXO on Wynford Drive, located 150 metres east of Garamond Court.

Based on the eight hour vehicular and pedestrian traffic counts at Wynford Drive and Garamond Court, and the collision history, the numerical warrants for the installation of traffic control signals are satisfied to the following extent:

Table 1: Wynford Drive and Garamond Court - Traffic Control Signal Warrant Criteria and Compliance

Criteria	Compliance
Minimum Vehicular Volume	33 percent
Delay to Cross Traffic	59 percent
Collision Hazard	17 percent

To meet the numerical warrants for the installation of traffic control signals, one of the "Minimum Vehicle Volume" or "Delay to Cross Traffic" criteria must be 100 percent satisfied, or any two of the three criteria must be at least 80 percent satisfied. Based on the above results, the installation of traffic control signals is not numerically warranted at the intersection of Wynford Drive and Garamond Court.

The study also revealed that 364 pedestrians crossed Wynford Drive, in the vicinity of Garamond Court. Of these 364 pedestrians, 214 (59 percent) experienced delays greater than 10 seconds to cross. Observations revealed most of the pedestrians are employees of the Scotiabank on the north side of Wynford Drive crossing to/from the Aga Khan Museum underground parking garage on the south side of the road, just west of Garamond Court. There is a stairway access to the garage on the south-west corner of the intersection. Scotiabank has indicated that they plan on increasing staffing levels at this location. These pedestrians are likely crossing at Garamond Court, and not at the existing PXO on Wynford Drive, as it is approximately 150 metres out of their way.

The above study results were evaluated against the criteria for the installation of pedestrian crossing protection. The criteria are satisfied to the following extent:

Table 2: Wynford Drive and Garamond Court - PXO Warrant Criteria and Compliance

Criteria	Compliance
Pedestrian Volume	100 percent
Pedestrian Delay	100 percent

To support the installation of a pedestrian crossing device, both criteria must be satisfied to 100 percent. Therefore, a PXO is numerically warranted at the intersection of Wynford Drive and Garamond Court.

As the City of Toronto no longer installs PXO's on arterial roadways, a traffic control signal is justified and recommended at this intersection to provide pedestrian crossing protection. The driveway to the Aga Khan Museum on the south side of the intersection would be included in the traffic control signal configuration. Accordingly, Museum staff have been advised and their Government Relations representative has indicated support of this installation.

As noted, a weekday eight-hour crosswalk observance study was also undertaken at the existing PXO on Wynford Drive, located 150 metres east of Garamond Court. The purpose of the study was to evaluate the current operation and determine if it should be removed as part of the potential installation of traffic control signals at the intersection of Wynford Drive and Garamond Court. The study revealed that 124 pedestrians crossed at this PXO, of which 86 used the overhead flashing beacons. Four vehicles were recorded as failing to yield to pedestrians. The current crossing is located at the east limit of the Aga Khan Museum, immediately west of east-west transit stops.

A review of the Toronto Police Service collision records for the three year period ending August 31, 2017 revealed that no collisions have been reported at the PXO.

An audit was completed to assess any deficiencies in the operational and physical suitability of the existing PXO at this location. The operation of the existing PXO was compared against provincially adopted "environmental standards". Based on the results of the pedestrian crossover audit, the existing PXO was determined to be operating satisfactorily and is regularly used by TTC riders. Therefore, it is recommended that this PXO be maintained in its current location.

The TTC has been advised of the study results and recommendations has not provided comments.

The Ward Councillor is aware of the recommendation of this staff report.

CONTACT

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SIGNATURE

Peter K. Hillier
Acting Director

ATTACHMENTS

Attachment 1: Map - Proposed Traffic Control Signals - Wynford Drive and Garamond Court