Installation of Traffic Control Signals
Annette Street at Pacific Avenue (High Park)

The Toronto Community Council recommends that:

(1) the following report (September 5, 2000) from the Director, Transportation Services, District 1 be adopted; and

(2) the Commissioner of Works and Emergency Services expedite the installation of the traffic control signals.

The Toronto Community Council submits the following report (September 5, 2000) from the Director, Transportation Services, District 1:

Purpose:

To obtain approval for the installation of traffic control signals at the intersection of Annette Street at Pacific Avenue coincident with the removal of the existing pedestrian crossover (PXO) on Annette Street at Medland Street.

Financial Implications and Impact Statement:

Funds associated with the installation of traffic control signals are contained in the Works and Emergency Services Capital Budget under Project No. C-TR031. In 2000, $1.6 million has been allocated for new traffic control signal installations. The estimated cost of installing traffic control signals at the intersection of Annette Street and Pacific Avenue and the removal of the pedestrian crossover at Annette Street and Medland Street is $80,000.00.

Recommendations:

It is recommended that:

(1) traffic control signals be installed at the intersection of Annette Street and Pacific Avenue coincident with the removal of the existing pedestrian crossover on Annette Street at Medland Street; and

(2) the appropriate City Officials be requested to take whatever action is necessary to give effect thereto, including the introduction in Council of any Bills that are required.

Comments:

Annette Street in the vicinity of Pacific Avenue is a four-lane roadway with a daily, two-way traffic volume of approximately 16,000 vehicles and a speed limit of 40 km/h. Pacific Avenue is a two-lane roadway which is controlled with "Stop" signs at Annette Street. There is a pedestrian crossover approximately l00 metres east of Pacific Avenue at Medland Street and traffic control signals approximately 130 metres west of Pacific Avenue at High Park Avenue.

The results of an eight-hour traffic signal warrant study conducted at the intersection of Annette Street and Pacific Avenue indicate that the minimum technical requirements for traffic control signal installation are satisfied. Specifically, the warrant results are as follows:

1	Minimum Vehicular Volume	98 percent
2	Delay to Cross Traffic	86 percent
3	Collision Hazard	100 percent

Either Warrant 1 or Warrant 2 should be 100 percent satisfied or any two of the three warrants should be 80 percent satisfied before the installation of traffic control signals is technically warranted. Warrant 3 is based on the number of collisions that occurred at the intersection over a three-year period which were potentially preventable by the installation of traffic control signals.

Collision statistics provided by the Toronto Police Service indicated that during a three-year period ending December 31, 1999 a total of 22 collisions were reported at this intersection. Further analysis revealed that 15 of these collisions were potentially preventable by the installation of traffic control signals. None of the 15 collisions involved a pedestrian.

Normally, traffic control signals at the intersection of Annette Street and Pacific Avenue would not be suitable, based on our recommended spacing requirements between adjacent traffic control devices. The spacing from Annette Street and Pacific Avenue to the pedestrian crossover (PXO) at Medland Street and Annette Street and the traffic control signals at High Park Avenue and Annette Street is approximately 100 metres and 130 metres respectively. This is significantly less than the recommended traffic control device spacing of 215 metres. This signal spacing is the minimum distance at which a driver can detect a signal or hazard in a cluttered environment, recognize it, and perform the required action safely.

A review of the potential impacts of installing signals at Annette Street and Pacific Avenue indicated that vehicle queue lengths would increase relative to existing conditions. Due to the short distance between the PXO at Medland Street, westbound vehicle queues would extend from Pacific Avenue through the intersection of Medland Street during the morning and afternoon peak periods. Long queues could interfere with the operation of the PXO. In the worst case, westbound queues could reduce the visibility of pedestrians using the PXO for eastbound motorists on Annette Street. However, traffic control signals could be installed at Annette Street and Pacific Avenue, if the PXO at Medland Street was removed at the same time.

Study results over an eight-hour period indicated that 246 pedestrians crossed at the pedestrian crossover on Annette Street at Medland Street. With the removal of this PXO, these pedestrians

would be required to travel to Pacific Avenue to cross Annette Street. Staff of the Annette Public Library (located on the southwest corner of Annette Street and Medland Street) indicated that they would be in support of the removal of the PXO if traffic control signals were installed at Annette Street and Pacific Avenue.

As an alternative to traffic control signals, the prohibition of northbound/southbound through and left-turning movements or a one-way northbound operation were also considered. There is a No Frills store located on the west side of Pacific Avenue between Annette Street and Dundas Street West and St. Cecilia's Church is located on the east side of Pacific Avenue between Annette Street and Humberside Avenue. Pacific Avenue generates a higher volume of traffic than other streets in its vicinity due to the No Frills store, the Dundas Street West shopping district and St. Cecilia's Church, especially during Saturday and Sunday. If either of these proposals were implemented, it would result in increased traffic volumes on Quebec Avenue, High Park Avenue, Medland Street and Mavety Street. While this proposal may increase safety at this location, the inconvenience to area businesses/church as well as the increased traffic volumes on adjacent streets was not acceptable to members of the community.

It must be noted that while the installation of traffic control signals will provide a protected crossing environment for pedestrians, it will also have the following impacts:

(i) potential loss of approximately fifteen parking spaces that would result from the "No Parking" regulation which is necessary for a safe and efficient operation, however, six parking spaces will be created with the removal of the PXO; and

(ii) possible increase in non-resident traffic volumes on Pacific Avenue.

Conclusion:

The installation of traffic control signals at Annette Street and Pacific Avenue in conjunction with removing the existing pedestrian crossover located at Annette Street and Medland Street will improve the safety of this intersection while serving the needs of pedestrians.

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The Toronto Community Council reports, for the information of Council, having also had before it during consideration of the foregoing matter, the following communication (September 25, 2000) from Delbert Scace, and a copy thereof is on file in the office of the City Clerk.

Map 1 (on file)