

## **Proposed Installation of Traffic Control Signals - Mount Pleasant Road and Glengowan Road (North Toronto)**

**The Toronto Community Council recommends the adoption of the following report (September 22, 2000) from the Director, Transportation Services, District 1:**

### Purpose:

To report on a request received from Councillor Anne Johnston to install traffic control signals and remove the existing pedestrian crossover at the intersection of Mount Pleasant Road and Glengowan Road in order to improve safety for pedestrians.

### Financial Implications and Impact Statement:

The funds associated with the installation of traffic control signals are contained in the Works and Emergency Services Capital Works 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 Mount Pleasant Road and Glengowan Road is \$82,000.00. The added annual operating and maintenance costs associated with this installation are \$6,000.00 which includes all communication costs.

### Recommendations:

It is recommended that:

- (1) traffic control signals be installed at the intersection of Mount Pleasant Road and Glengowan Road, coincident with the removal of the existing pedestrian crossover; and
- (2) the appropriate City Officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

### Comments:

Mount Pleasant Road, in the vicinity of Glengowan Road, is a four-lane arterial roadway with a two-way, daily traffic volume of approximately 24,000 vehicles and a speed limit of 50 kilometres per hour. Glengowan Road is a local residential roadway, which is controlled with "Stop" signs at Mount Pleasant Road. A pedestrian crossover is located on the north leg of this intersection.

When complaints are received respecting safety concerns pertaining to the operation of existing pedestrian crossovers on major arterial roads, Transportation Services has an on-going programme to monitor these installations with the view of replacing them, over time, with traffic control signals, as required and as budget permits. In this regard, in consultation with the

Ministry of Transportation, “Environmental Standards” were developed to be used in evaluating if a given pedestrian crossover should be retained or removed and replaced with traffic control signals. As noted above, we have been requested to review the subject location with the view of improving pedestrian safety.

In accordance with the foregoing, an audit to evaluate the operational and physical suitability of the existing pedestrian crossover at this intersection was conducted. The provincially adopted "Environmental Standards" for pedestrian crossovers were evaluated and the existing pedestrian crossover fails to meet several of these standards (in this case, failure to meet the standards warrants removal of the pedestrian crossover). Specifically, operating speeds on Mount Pleasant Road are at or above 60 kilometres per hour, notwithstanding the 50 kilometres per hour speed limit. The 85<sup>th</sup> percentile speed, which is the speed at which 85 percent of the motorists travel at or below, for northbound and southbound traffic is 62 kilometres per hour and 60 kilometres per hour respectively. Additionally, Toronto Transit Commission bus stops and driveways are located on Mount Pleasant Road within close proximity to the pedestrian crossover. Based on the existing pedestrian crossover failing to meet three of the "Environmental Standards", traffic control signals should be installed at this intersection to provide safe and efficient access for pedestrians, cyclists and motorists wishing to cross Mount Pleasant Road.

We also evaluated this intersection based on pedestrian and vehicle traffic volumes, in accordance with the warrants established by the Ministry of Transportation for the installation of traffic control signals. These warrants are satisfied to the following extent:

Warrant 1:	Minimum Vehicular Volume	27 percent;
Warrant 2:	Delay to Cross Traffic	47 percent; and
Warrant 3:	Collision Hazard	20 percent.

Either Warrant 1 or Warrant 2 must be satisfied to 100 percent, or any two of the three warrants must be satisfied to 80 percent for traffic control signals to be technically warranted. Based on the above results, while the technical warrants for the installation of traffic control signals are not satisfied at this intersection, the application of the “Environmental Standards” noted above supersede these warrants and accordingly, as previously noted, the existing pedestrian crossover should be removed and replaced by traffic control signals.

As with any installation of traffic control signals, parking must be prohibited at all times within 30.5 metres of an intersection. As a result, approximately eight non-metered parking spaces at this intersection will have to be removed. However, there is a minor demand for parking in this area and the loss of parking can be accommodated elsewhere in the immediate area.

We have consulted with Councillors Anne Johnston and Michael Walker and they both support the installation of traffic control signals at this intersection.

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