



STAFF REPORT ACTION REQUIRED

Royal York Road and Glenroy Avenue – Traffic Control Signals

Date:	May 7, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services, Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	EYCC070077-TO-5086

SUMMARY

The purpose of this report is to obtain approval for the installation of traffic control signals at the intersection of Royal York Road and Glenroy Avenue.

A number of intersection counts at the intersection of Royal York Road and Glenroy Avenue reveal that the installation of traffic control signals are warranted, and as a result, it is recommended that traffic control signals be installed at this location. The proposed installation would be in conjunction with the removal of the existing pedestrian crossover at the intersection of Royal York Road and Meadow Crest Road. Staff of the Toronto Transit Commission (TTC) has been consulted on this initiative as Royal York Road is a TTC route, and have no objection to the proposed signal installation.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve the installation of traffic control signals at Royal York Road and Glenroy Avenue; and,
2. City Council approve the amendment of the Municipal Code of the former City of Etobicoke with respect to Chapter 240, Article V, Schedule I – Pedestrian Crossovers, by deleting Royal York Road and Glenroy Avenue from Columns 1 and 2, respectively

Financial Impact

Type of Funding	Source of Funds	Amount
Available within the capital works budget	Project No. CTP707-01	\$130,000.00

ISSUE BACKGROUND

City Council, at its meeting of September 28, 29, and 30, 2005 approved the relocation of a pedestrian crossover from the north approach of the intersection of Royal York Road and Meadow Crest Road to the north approach of the intersection of Royal York Road and Glenroy Avenue. This change was recommended as a result of a Safety Audit conducted by iTrans Consultants in conjunction with the planning for the reconstruction of Royal York Road between Ashley Road and Delroy Avenue.

The relocation of the pedestrian crossover has been held pending the completion of road reconstruction in the area. This has also enabled staff to conduct post-construction traffic studies at the intersection of Royal York Road and Glenroy Avenue to determine whether new traffic control signals would be more appropriate than the crossover relocation. A map of the area is Attachment No. 1.

COMMENTS

Royal York Road is designated in the City's Road Classification System as a "Minor Arterial". The section of Royal York Road between Mimico Creek to just south of Bloor Street West was included in Phase IV of the reconstruction of Royal York Road. This section of road was reconstructed to urban standards (curb and gutter) and has one 4.55 metre wide vehicle lane in each direction for a total road width of 9.1 metres, curb to curb.

Glenroy Avenue is a two-lane local road. A stop control currently exists at the east approach to the intersection of Royal York Road and Glenroy Avenue.

A northbound TTC bus stop is located at the south approach of the intersection of Royal York Road and Glenroy Avenue. A southbound stop is located south of Glenroy Avenue at the north approach of the intersection of Royal York Road and Thompson Avenue.

Traffic control signals are located at the intersection of Royal York Road and Bloor Street West, and at the intersection of Royal York Road and Norseman Street, south of Mimico Creek.

A pedestrian crossover is currently located on Royal York Road, north of Glenroy Avenue, near Meadow Crest Road. City Council, at its meeting of September 28, 29 and 30, 2005, approved the relocation of this pedestrian crossover closer to Glenroy Avenue. The relocation of this crossover has been held pending the completion of road work in the area and the results of a traffic assessment for the intersection of Royal York Road and Glenroy Avenue.

To assess traffic conditions, several eight hour turning movement counts and a three-year collision history review were conducted. Our turning movement study results were applied to the traffic control signal warrant analysis. The study results are as follows:

- | | | |
|----|--------------------------|-------------------|
| a) | Minimum Vehicular Volume | 57 to 63 percent |
| b) | Delay to Cross Traffic | 93 to 100 percent |
| c) | Collision Hazard | 27 percent |

In order to meet the warrants, 100 percent compliance is required in one of the first two categories or 80 percent in any two categories. Given that Warrant b) is met, traffic control signals are recommended. The existing pedestrian crossover on Royal York Road at Meadow Crest Road will be removed in conjunction with the installation of the proposed traffic control signals.

The installation of traffic control signals is justified as the Traffic Control Signal warrant requirements are achieved, will provide safe and convenient access for vehicles and pedestrians, and will not compromise the integrity of the arterial road network. Staff of the Toronto Transit Commission (TTC) have been consulted on this initiative as Royal York Road is a TTC route, and have no objection to the proposed signal installation.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment No. 1: Map