



STAFF REPORT ACTION REQUIRED

Traffic Control Signal – Adelaide Street East at Frederick Street

Date:	January 27, 2012
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 28
Reference Number:	Ts2012048te.top.doc

SUMMARY

Transportation Services is requesting authority from City Council to install traffic control signals at the intersection of Adelaide Street East and Frederick Street.

The installation of traffic control signals at this location will enhance safety for pedestrians and motorists. This installation will result in the loss of approximately 8 parking spaces on Adelaide Street East and Frederick Street.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve the installation of traffic control signals at the intersection of Adelaide Street East and Frederick Street.
2. City Council rescind, when traffic control signals are installed, the parking regulations outlined in Appendix "A", attached to the report from the Director of Transportation Services, Toronto and East York District dated January 25, 2012.
3. City Council approve, when traffic control signals are installed, the parking regulations outlined in Appendix "B", attached to the report from the Director of Transportation Services, Toronto and East York District dated January 25, 2012.

Financial Impact

The estimated cost of installing traffic control signals at the intersection of Adelaide Street East and Frederick Street is approximately \$141,000.00. Funds in the amount of \$3.47 million have been approved in the 2012 Transportation Services Capital Budget for

installation of traffic control signals. This work would be subject to competing priorities and available funding.

ISSUE BACKGROUND

Transportation Services was requested to review the feasibility of installing traffic control signals at the intersection of Adelaide Street East and Frederick Street, in order to enhance the pedestrian crossing environment.

COMMENTS

Adelaide Street East, between George Street and Sherbourne Street, is a one-way eastbound, four-lane arterial roadway. Frederick Street is a two lane north/south local road that forms a "T"-intersection at Adelaide Street East. The George Brown College Hospitality Centre is located on the north side of Adelaide Street East directly opposite Frederick Street. Northbound traffic is controlled with a stop sign.

Generally, the traffic regulations on both sides of Adelaide Street East, between George Street and Sherbourne Street, are comprised of pay-and-display parking and No Stopping 4:00 p.m. to 6:00 p.m., Monday to Friday. The speed limit is 50 km/h on both Adelaide Street East and Frederick Street.

The TTC 143 (Downtown/Beach Express) and 144 (Downtown/Don Valley) bus routes travel eastbound on Adelaide Street East with a stop at Sherbourne Street. Traffic control signals are located 105 metres to the east at Adelaide Street East and Sherbourne Street and 105 metres to the west at Adelaide Street East and George Street.

Transportation Services recorded all pedestrian and vehicular activity at this intersection over the busiest hours of a typical weekday. Although the traffic volumes exiting Frederick Street are quite low, we recorded 3,196 pedestrians crossing Adelaide Street East in the vicinity of Frederick Street. Of these pedestrians, 1,777 were delayed for longer than 10 seconds while attempting to cross the street. These results satisfy the technical warrants for a pedestrian crossing device on Adelaide Street East.

Collision statistics supplied by the Toronto Police Service for the 3-year period ending May 31, 2011 revealed that a total of 6 collisions occurred on Adelaide Street East, between George Street and Sherbourne Street. None of the collisions were of the type considered potentially preventable by the installation of traffic control signals, nor did they involve a pedestrian.

When determining the type of pedestrian crossing device that would be suitable for a particular location, it is necessary to consider factors other than just the crossing demand and traffic volumes. Adelaide Street East is a wide one-way roadway with four eastbound traffic lanes. It carries a daily traffic volume of approximately 17,000 vehicles. Also, the spacing to adjacent traffic control signals is less than ideal. Given these characteristics, traffic control signals would be most appropriate to provide assistance for pedestrians crossing Adelaide Street East at Frederick Street.

The installation of traffic control signals will result in the loss of approximately 8 parking spaces on Adelaide Street East and on Frederick Street. Parking is currently prohibited in front of George Brown College for use as a pick-up/drop-off location. This activity will not be affected with the traffic control signal installation. TTC staff were consulted and have no concerns with the proposed traffic signal installation.

During the course of this investigation a number of inconsistencies were identified between the by-laws and the regulations posted on street. This report will rectify these inconsistencies.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

- (1) Drawing No. 421G-0553, dated January 2012
- (2) Appendix A – Regulations to be Rescinded
- (3) Appendix B – Regulations to be Approved

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