



STAFF REPORT ACTION REQUIRED

Traffic Control Signals – Burnhamthorpe Road and Meadowbank Road

Date:	September 20, 2013
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 3 – Etobicoke Centre and Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2013\Cluster B\TRA\EtobicokeYork\eycc130118-to

SUMMARY

The purpose of this report is to respond to a request from Etobicoke York Community Council to poll residents on which location they prefer to place the proposed traffic control signals recommended to replace the existing Pedestrian Crossover (PXO) which currently exists at the intersection of Burnhamthorpe Road and Meadowbank Drive.

As a result of the request from Council, the majority of those who responded to the survey prefer the signals at the mid-block location (in front of 400 Burnhamthorpe Road). Both the intersection of Burnhamthorpe Road and Meadowbank Road as well as the mid-block location can safely accommodate the traffic control signals; however, usage of the signals at the intersection is anticipated to be higher.

RECOMMENDATIONS

That Etobicoke York Community Council recommend to City Council the following:

1. Installing traffic control signals at the intersection of Burnhamthorpe Road and Meadowbank Road.
2. Removing the pedestrian crossover on Burnhamthorpe Road at Meadowbank Road, in conjunction with installing traffic control signals.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within capital works budget	Signal Installation	\$50,000.00 – \$100,000.00

ISSUE BACKGROUND

Transportation Services staff originally investigated the feasibility of replacing the existing pedestrian crossover on Burnhamthorpe Road at Meadowbank Road with traffic control signals in 2012. Our safety protocol requires that staff conduct an audit of existing pedestrian crossovers. One of the primary criteria of this audit is the road's vehicular operating, or 85th percentile speed. Pedestrian crossovers are not appropriate if vehicle operating speeds exceed 60 km/h. Our speed studies on Burnhamthorpe Road, in the area of Meadowbank Road, did reveal an 85th percentile speed of 61 km/h.

Given the operating speeds on Burnhamthorpe Road, the existing pedestrian crossover at Meadowbank Road was no longer considered environmentally suitable for pedestrian crossings. In addition, our review of the collision history prior to recommending the signals at this location revealed two collisions involving pedestrians crossing at this pedestrian crossover over a five year period.

As such, it was recommended to Etobicoke York Community Council in report EY17.26 that the existing pedestrian crossover be removed and be replaced by traffic control signals at the intersection of Burnhamthorpe Road and Meadowbank Road. This recommendation was approved by Council in July 2012. A map of the area is shown on Attachment 1.

The issue was subsequently reopened at Council as residents in the immediate area of the intersection expressed their concerns with the signals at the intersection. This issue was then referred back to the April 9, 2013 Etobicoke York Community Council and then ultimately to Council where the following was directed *"City Council request the Director, Transportation Services, Etobicoke York District, in consultation with the affected property owners and the Toronto Transit Commission, to report to the June 18, 2013 Etobicoke York Community Council meeting on the feasibility of moving the proposed pedestrian signal to a mid-block location in the proximity of 400 Burnhamthorpe Road."*

At the June 18, 2013 meeting, Etobicoke York Community Council directed that this matter be referred *"back to the Director, Transportation Services, Etobicoke York District, with a request that he request Registry Services, City Clerk's Office, to poll the affected communities as to their preferred option for the traffic control signals, and report back to Community Council as soon as possible with the results and appropriate recommendations"*.

COMMENTS

According to the City of Toronto's road classification system, Burnhamthorpe Road is classified as a "major arterial" roadway. Meadowbank Road is classified as a "local" roadway. The statutory speed limit on Burnhamthorpe Road and Meadowbank Road is 50 km/h. This intersection is controlled by a Stop sign on Meadowbank Road facing southbound traffic. A pedestrian crossover (PXO) is located at the east approach of the intersection of Burnhamthorpe Road and Meadowbank Road. The adjacent land use in this area is residential. St. James Church is located on the south side of Burnhamthorpe Road to the east of Meadowbank Road.

A Toronto Transit Commission (TTC) bus stop is located on the northeast corner of the intersection of Burnhamthorpe Road and Meadowbank Road for westbound traffic and is within a bus bay. For eastbound traffic, the bus stop is on the southwest corner of Burnhamthorpe Road and Blaketon Road, however, not within a bus bay.

As the installation of traffic control signals is not something Registry Services would conduct a poll, even at the request of Community Council, Transportation Services conducted our own survey asking the following question, and obtaining the following responses.

Survey Question	% Support
1. Remove the existing PXO at Burnhamthorpe Road and Meadowbank Road and replace it with a traffic control signal controlling all movements at the intersection of Burnhamthorpe Road and Meadowbank Road.	15% (11 Respondents)
2. Remove the existing PXO at Burnhamthorpe Road and Meadowbank Road and relocated it to a mid-block pedestrian actuated signal further east in front of 400 Burnhamthorpe Road.	79% (59 Respondents)
3. Did not support either option	6% (5 Respondents)

This survey was sent to properties on Burnhamthorpe Road between The East Mall and Warwood Road as well as Warwood Road between Burnhamthorpe Road and Keane Avenue, Meadowbank Road between Burnhamthorpe Road and Keane Avenue, Blaketon Road between Burnhamthorpe Road and Lorene Drive, and Laurel Avenue between Burnhamthorpe Road and Lorene Drive. Of the 107 surveys issued, we received 75 responses (70%). As shown in the above table, the results of this survey reveal that a significant majority of area residents want the signals installed at a mid-block location in front of 400 Burnhamthorpe Road.

Transportation Service staff have met with TTC staff and asked if the signals were placed at a mid-block location, what would they propose with the existing bus stops. The TTC has indicated that their preference would be to combine the stops at the mid-block signal. This would involve removing the bus stops at both Meadowbank Road/Blaketon Road as well as Warwood Road/Laurel Avenue and creating two new stops on either side of the mid-block signals. The signals and bus stops would be installed in front of residential homes on the north side of Burnhamthorpe Road and in front of the church on the south side. Bus landing pads would be installed on the boulevard as part of the bus stop installation and a small tree on the north side may have to be removed.

Our observations revealed that the majority of the pedestrians using the PXO were destined to locations to the west of Meadowbank Road (21 of the 25 pedestrians recorded over 5 hours). For these pedestrians, walking 90 metres to the east to use the mid-block signal would be less convenient. The other option for these pedestrians would be to walk to the signals at The East Mall or cross at the intersection without crossing protection. As such, from a user's perspective, staff felt that the signals at the intersection of Burnhamthorpe Road and Meadowbank Drive would be preferred. However, based on the findings of the survey, a significant majority of the residents prefer the mid-block location.

With this in consideration, an alternate recommendation has been developed.

Alternate recommendations

Should Community Council decide to support signals at the mid-block location, it could recommend to Council:

1. Installing mid-block traffic control signals on Burnhamthorpe Road at a point approximately 63 metres west of Laurel Avenue.
2. Removing the pedestrian crossover on Burnhamthorpe Road at Meadowbank Road, in conjunction with installing traffic control signals.

CONTACT

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SIGNATURE

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Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment 1: Map

Attachment 2: Option 2 - Mid-block Signal Plan