



**STAFF REPORT
ACTION REQUIRED**

Pedestrian Crossing Protection - Danforth Road and Linden Avenue

Date:	April 22, 2015
To:	Scarborough Community Council
From:	Director, Transportation Services, Scarborough District
Wards:	Ward 35 – Scarborough Southwest
Reference Number:	P:\2015\Cluster B\TRA\Scarborough\sc1518.docx D14-6141874 - Danforth Road and Linden Avenue

SUMMARY

This staff report outlines the results of an assessment to determine the need and feasibility for installing either traffic control signals or a pedestrian crossover at the Danforth Road/ Linden Avenue intersection. Based on this assessment, staff have concluded that neither traffic control signals nor a pedestrian crossover is justified.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council not approve the installation of traffic control signals at the intersection of Danforth Road and Linden Avenue.
2. City Council not approve the installation of a pedestrian crossover on Danforth Road at Linden Avenue.

Financial Impact

There is no financial impact associated with this report.

ISSUE BACKGROUND

As a result of a claim, Transportation Services staff reviewed the feasibility of providing pedestrian crossing protection at this intersection.

COMMENTS

The following characteristics describe the intersection of Danforth Road and Linden Avenue:

- Danforth Road is a four-lane major arterial roadway;
- Danforth Road has a posted speed limit of 60 kilometres per hour (km/h), an average operating speed of approximately 66 km/h and a daily traffic volume of approximately 19,500 vehicles per day (vpd);
- Toronto Transit Commission (T.T.C.) has near side bus stops for both the eastbound and westbound directions;
- Traffic control signals are located at the Danforth Road/Magnolia Avenue intersection located approximately 225 metres east of Linden Avenue;
- Sidewalks are located on both sides of Danforth Road; and
- The land use on this section of Danforth Road is primarily single family residential.

Pedestrian Crossing Protection Warrant Studies

Transportation Services staff conducted a Pedestrian Crossing Protection Warrant Study at the intersection of Danforth Road at Linden Avenue. Using traffic volumes recorded over the peak eight hours of a typical weekday, the following results were obtained:

Pedestrian Crossover Warrant Study

Pedestrian Crossover Warrant	Compliance Level
	Wednesday, November 5, 2014
Pedestrian Volume	29%
Pedestrian Delays	47%

As outlined in the above table, the installation of a pedestrian crossover is not justified because both categories must be met 100%. A total of 97 pedestrians were observed crossing during the study period.

Traffic Control Signal Warrant Study

Traffic Control Signal Warrant	Compliance Level
	Wednesday, November 5, 2014
Minimum Vehicular Volume	18%
Delay to Cross Traffic	35%
Collision Hazard	7%

For traffic control signals to be numerically justified, one of the Minimum Vehicular Volume, or Delay to Cross Traffic or Collision Hazard warrants must be 100% satisfied

or both the Minimum Vehicular Volume and Delay to Cross Traffic Warrants must be 80% met. As outlined in the above table, the traffic volumes do not satisfy the requirements to install traffic control signals at the subject intersection at this time.

Collision History

The results of a review of the Toronto Police Service collision records for the five-year period ending December 31, 2013 on Danforth Road at Linden Avenue are summarized below.

Five-Year Collision Information	Number of Reported Collisions					
	2009	2010	2011	2012	2013	Total
Collisions Potentially Preventable by the Installation of Traffic Control Signals	0	0	0	0	1	1
Collisions That Were Speed Related	0	0	0	1	0	1

This collision record is not indicative of a safety problem at this site. However, it should be noted that there was a fatal collision on the north side of Danforth Road at the first access west of Linden Avenue (about 20 metres west of the intersection) in February of 2015. This collision is still under investigation and, at this time, no charges have been laid.

It is recommended that the Pedestrian Crossing Protection not be installed on Danforth Road and Linden Avenue.

CONTACT

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SIGNATURE

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ATTACHMENTS

1. Location Plan (Pedestrian Crossing Protection - Danforth Road and Linden Avenue)