



**STAFF REPORT  
ACTION REQUIRED**

**Traffic Control Signals – Mortimer Avenue and  
Glebemount Avenue**

<b>Date:</b>	April 2, 2015
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services, Toronto and East York District
<b>Wards:</b>	Beaches – East York, Ward 31
<b>Reference Number:</b>	Ts2015045te.top.doc

**SUMMARY**

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Transportation Services is seeking authority from City Council to install traffic control signals at the intersection of Mortimer Avenue and Glebemount Avenue.

The installation of traffic control signals at this location is technically justified and will enhance safety for pedestrians, cyclists and motorists crossing/accessing Mortimer Avenue.

**RECOMMENDATIONS**

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**Transportation Services recommends that:**

1. City Council approve the installation of traffic control signals at the intersection of Mortimer Avenue and Glebemount Avenue.

**Financial Impact**

The estimated cost of installing traffic control signals at the intersection of Mortimer Avenue and Glebemount Avenue is \$170,000.00 and is available in the 2015 Transportation Services Operating Budget.

## **ISSUE BACKGROUND**

Transportation Services was requested by Councillor Janet Davis to report on the feasibility of installing traffic control signals at Mortimer Avenue and Glebemount Avenue to address safety concerns for pedestrians, cyclists and motorists crossing/accessing this intersection.

## **COMMENTS**

Mortimer Avenue is a minor arterial roadway, which operates two-way on a pavement width ranging from 7.3 metres to 8.7metres, with a posted speed limit of 40 km/h. Traffic control signals are located approximately 200 metres west of Glebemount Avenue at Coxwell Avenue, and approximately 220 metres east of Glebemount Avenue at Woodmount Avenue. Glebemount Avenue is a local roadway operating two-way on a pavement width of 7.3 metres, with a regulatory speed limit of 50 km/h. Stop signs are posted on Glebemount Avenue at Mortimer Avenue to clearly establish right-of-way. There is an existing overhead beacon to reinforce the existing stop signs on Glebemount Avenue.

Traffic and pedestrian surveys were conducted in December of 2012 at the intersection of Mortimer Avenue and Glebemount Avenue and the information obtained was evaluated against the warrant criteria for the installation of a pedestrian crossover or traffic control signals. The following outlines our findings:

### **Pedestrian Crossover**

A total of 96 pedestrians crossed Mortimer Avenue in the vicinity of Glebemount Avenue during the peak eight-hours of a typical weekday. A total of 69 pedestrians were delayed for 10 seconds or more before being able to cross Mortimer Avenue. Of the 96 pedestrians, 5 were children.

The pedestrian crossover warrant criteria are satisfied to the following extent:

Pedestrian Volume	48 per cent
Pedestrian Delay	53 per cent

In order for a pedestrian crossover to be technically warranted, both warrants must be satisfied to 100 per cent. The minimum number of pedestrians required in an eight-hour period is 200 with a minimum of 130 experiencing delays equal to or greater than 10 seconds. Given the current pedestrian volumes and number of delays, a pedestrian crossover is not technically warranted.

## **Traffic Control Signals**

Staff conducted an eight-hour vehicular and pedestrian traffic survey at this intersection. The collision history for the past 3 years was reviewed. The data obtained was evaluated against the technical warrants for the installation of traffic control signals.

### **Analysis**

Based on the eight-hour vehicular and pedestrian traffic count conducted at this intersection, and the collision records, the technical justifications for the installation of traffic control signals are satisfied to the following extent:

- Minimum Vehicular Volume Justification: 48 percent;
- Delay to Cross Traffic Justification: 61 percent; and
- Collision Hazard Justification: 100 percent.

To meet the technical requirements for the installation of traffic control signals, one of the above warrant justifications must be 100 percent satisfied, or any two of the three justifications must be at least 80 percent satisfied. Based on the above results, the installation of traffic control signals is justified at the intersection of Mortimer Avenue and Glebemount Avenue

There is a predominant pattern of collisions occurring at this intersection that may be prevented by traffic control signals. In a ten-year period from January 2002 through December 31, 2012, 52 collisions were reported, four of which involved cyclists and all were right-angle collisions. Pedestrians were not involved in collisions reported at this intersection.

Use of less restrictive measures, including installation of a flashing beacon (more than 10 years ago), and enforcement of the "Stop" signs, have failed to reduce collision frequency.

The number of reported personal injury collisions and collision experience, in general, is indicative of a chronic safety problem at this intersection. Since less restrictive measures have been used in an attempt to improve the crossing patterns and to address the pattern of collisions at this intersection that could be potentially prevented by traffic control signals, and to provide protection for pedestrians, cyclists and motorists crossing/accessing Mortimer Avenue, Transportation Services can support and recommend the installation of traffic control signals at this intersection.

Councillor Janet Davis has been advised of the recommendation to install traffic control signals at the intersection of Mortimer Avenue and Glebemount Avenue.

**CONTACT**

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**SIGNATURE**

Kyp Perikleous  
Director, Transportation Services  
Toronto and East York District

**LIST OF ATTACHMENTS**

(1) Drawing No. 421G-1727, dated April 2015

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