



STAFF REPORT ACTION REQUIRED

Traffic Control Signals – Victoria Park Avenue at Gatineau Hydro Corridor Trail

Date:	March 30, 2016
To:	Public Works & Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Ward 34 - Don Valley East, Ward 37 - Scarborough Centre
Reference Number:	P:\2016\Cluster B\TRA\TIM\pw16008tim.docx

SUMMARY

This report recommends the installation of traffic control signals along Victoria Park Avenue at the Gatineau Hydro Corridor Trail, located approximately 35 metres south of Biggin Court, in order to provide accessible crossing protection for cyclists and pedestrians using this multi-use trail to cross Victoria Park Avenue.

This report is submitted to Public Works and Infrastructure Committee as Victoria Park Avenue forms a shared boundary between North York Community Council and Scarborough Community Council.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve the installation of traffic control signals at Victoria Park Avenue at a point approximately 35 metres south of Biggin Court.

Financial Impact

The estimated cost of installing the traffic control signals included in this report is approximately \$200,000.00. Funding is available in the 2016 Capital Budget for Transportation Services (Cycling Infrastructure).

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact statement.

DECISION HISTORY

City Council, at its meeting on June 6, 7 and 8, 2012, adopted Public Works and Infrastructure Committee (PWIC) Item 15.2 entitled "Bikeway Trails Implementation Plan", and in so doing authorized the General Manager, Transportation Services to undertake site assessments, design, public consultation and construction for the new trail connections contained in the Bikeway Trails Implementation Plan, which includes the Gatineau Trail.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PW15.2>

At its meeting of September 15, 2015, Public Works and Infrastructure Committee adopted PW7.5 which identified the on-street and trails program locations to be implemented in 2016, as part of the Ten Year Cycling Network Plan. Gatineau Hydro Corridor Trail from Victoria Park Avenue to Bermondsey Road was identified as a candidate bikeway trail project to be implemented in 2016.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW7.5>

ISSUE BACKGROUND

Through connections to both the Highland Creek Trail and the Lower Don Trail, the Gatineau Trail forms part of the Pan Am Path. The Gatineau Trail currently extends from Ellesmere Road in the east, ending at Victoria Park Avenue in the west, with the majority of the trail alignment being within the hydro corridor. Transportation Services plans to extend the Gatineau Hydro Corridor Trail westerly to connect with the proposed extension of the East Don Trail. In order to provide a safe and accessible crossing of Victoria Park Avenue, traffic control signals are recommended at this location.

COMMENTS

The following characteristics describe the area in the vicinity of Victoria Park Avenue at its intersection with the Gatineau Hydro Corridor Trail as shown on the Location Plan in Appendix 1:

- Victoria Park Avenue, south of Biggin Court, is a 15.0 metre wide four-lane major arterial roadway;
- Victoria Park Avenue has a posted speed limit of 60 kilometres per hour;
- Traffic control signals are located at the intersection of Victoria Park Avenue and Jonesville Crescent/Craigton Drive, located approximately 210 metres south of the trail crossing;
- Traffic control signals are also located at the intersection of Victoria Park Avenue and Elvaston Drive, located approximately 210 metres north of the trail crossing.
- Sidewalks are located on both sides of Victoria Park Avenue in the vicinity of the trail crossing; and

- The land uses on the section of Victoria Park Avenue in the vicinity of the trail crossing are primarily single family and multi-family residential uses, with a green space corridor that contains the existing Gatineau Hydro Corridor Trail on the east side, and its proposed extension on the west side of Victoria Park Avenue.

Alternatives to new traffic control signals at this location were investigated. The only reasonable alternative would be to realign the Gatineau Hydro Corridor Trail further south on its approach to Victoria Park Avenue in order to direct trail users to cross at an existing traffic control signal located at the intersection of Craigton Drive. However, it was determined that there is not enough space in the boulevard on the east side of Victoria Park Avenue between the trail and Craigton Drive to provide a trail crossing at this location.

Pedestrian Crossing Protection Warrant Studies

Transportation Services staff conducted a Pedestrian Crossing Protection Warrant Assessment at the intersection of Victoria Park Avenue at the Gatineau Hydro Corridor Trail crossing. The study provides an assessment of the need for a pedestrian crossover based on existing volumes and delays of pedestrian and cyclist crossings and are expressed in terms of percent compliance with accepted thresholds. The 100% threshold is approximately 200 pedestrian/cyclist crossings in an eight-hour period.

The nearest existing Gatineau Trail crossing is located at Pharmacy Avenue, approximately 400 metres to the east, where there are traffic control signals in place to facilitate the trail crossing. Count data from this traffic control signal demonstrated that 205 pedestrians and cyclists crossed in an eight-hour period. It is reasonable to expect that the threshold mentioned above will be exceeded at the location of Victoria Park Avenue and the Gatineau Hydro Corridor Trail as well, given the volume of pedestrians and cyclists currently using the trail, and the proposed extension. Even though there is no collision data available as the crossing does not exist yet, midblock bicycle and pedestrian traffic control signals should be installed in order to provide a safe and accessible trail crossing.

The Toronto Transit Commission has been consulted regarding this matter and has indicated that they do not support the installation of traffic control signals since there is no existing site-specific data that indicates that the traffic control signal justification would be met. However, the trail has yet to cross Victoria Park Avenue so no existing data is available, and the proxy data mentioned above indicates that the justification is projected to be met.

The traffic control signals will only be activated in the east/west direction when a trail user (cyclist or pedestrian) is present. In this case, any additional delay from the new traffic control signals is expected to be limited. In addition, the spacing between this location and the abutting traffic control signals located approximately 210 metres to both the north and south would be acceptable for signal co-ordination.

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SIGNATURE

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ATTACHMENTS

Appendix 1 - Location Plan (Victoria Park Avenue Proposed Traffic Control Signal)