



REPORT FOR ACTION

1145 Ossington Avenue – Traffic Control Signal Conversion

Date: October 3rd, 2016
To: Public Works and Infrastructure Committee
From: Acting General Manager, Transportation Services
Wards: Ward 17 - Davenport, Ward 21 - St. Paul's
Reference: P:\2016\Cluster B\TRA\Toronto and East York District\TOP\Pw16002te.top.docx

SUMMARY

This report responds to a request from the Public Works and Infrastructure Committee to undertake consultation and report on options for the potential relocation or conversion of the existing mid-block traffic control signals adjacent to a development at 1145 Ossington Avenue.

Transportation Services recommends that the existing mid-block traffic control signals be converted to a full traffic control signal and that the new public road on the east side of Ossington Avenue be integrated as a 'T'-type intersection. A full traffic control signal is recommended in order to maintain a controlled pedestrian crossing at this location.

Two alternative solutions, which would involve the relocation of the existing mid-block traffic control signal, are also discussed. These alternatives are not recommended by Transportation Services as they would either not serve pedestrian desire lines, or would negatively impact driver expectation.

This report is submitted to Public Works and Infrastructure Committee as Ossington Avenue forms a shared boundary between the Toronto East York Community Council and the Etobicoke York Community Council.

RECOMMENDATIONS

The Acting General Manager, Transportation Services recommends that:

1. City Council authorize the conversion of the existing mid-block traffic control signals on Ossington Avenue, at a point 54 metres north of Acores Avenue, to a full traffic control signal at the future intersection of Ossington Avenue and the new, unnamed public road located 53 metres north of Acores Avenue, coincident with the completion of the construction of the new, unnamed public road.

FINANCIAL IMPACT

The estimated cost for the conversion of the existing mid-block traffic control signals to a full traffic control signal is approximately \$163,000.00. The estimated cost for the relocation of the existing mid-block traffic control signals, as discussed in Alternative Options 1 and 2, is approximately \$80,000.00.

All costs associated with the conversion or relocation of the existing mid-block traffic control signals are the responsibility of the developer of 1145 Ossington Avenue as a condition of the development approval.

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

DECISION HISTORY

City Council, at its meeting on April 15 and 16, 2004, approved Toronto South Community Council Report No. 3, Clause No. 64 (j) which recommended to the Works Committee that mid-block traffic control signals be installed approximately 54 metres north of Geary Avenue/Acores Avenue. The mid-block traffic control signals were not recommended by Transportation Services as the signal warrants were not met. The Council decision can be found at:

<http://www.toronto.ca/legdocs/2004/agendas/council/cc040415/ts3rpt/cl064.pdf>

Public Works and Infrastructure Committee, at its meeting on January 21, 2016, deferred consideration of Item PW10.9 entitled "1145 Ossington Avenue Traffic Control Signal Relocation", and directed "community consultation, further consultation with the affected Ward Councillors, and a report from the General Manager, Transportation Services". The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW10.9>

COMMENTS

Previous History

In 2003, Transportation Services was requested to investigate the installation of pedestrian crossing protection on Ossington Avenue, between Dupont Street and Davenport Road.

The installation of pedestrian crossing protection on this section of Ossington Avenue did not meet the technical engineering warrant and therefore was not recommended by Transportation Services. However, staff were directed to report to Community Council on the installation of pedestrian crossing protection at, or in the vicinity of Ossington Avenue and Geary Avenue/Acores Avenue. Transportation Services' review determined the optimal location for pedestrian crossing protection was a mid-block traffic control signal, approximately 54 metres north of Geary Avenue/Acores Avenue. The traffic control signals were activated on December 1, 2005.

Current Development

Construction is currently underway for a new residential development at 1145 Ossington Avenue. This site is located on the east side of Ossington Avenue, north of Acores Avenue, and was formerly a commercial site. The new development requires an access road that will intersect the east side of Ossington Avenue in a 'T'-type intersection, approximately 53 metres north of Acores Avenue. The location of this new road, which will be assumed by the City of Toronto, will conflict with the existing mid-block traffic control signals. Accordingly, to maintain pedestrian crossing protection on this section of Ossington Avenue, the mid-block traffic control signals require conversion or relocation.

Existing Conditions

Ossington Avenue, between Dupont Street and Davenport Road, is a north-south, four-lane minor arterial road. It has a daily two-way traffic volume of approximately 12,000 vehicles and a posted speed limit of 40 km/h. TTC service on this section of Ossington Avenue is provided by the 63-Ossington bus.

There are transit stops located north of Geary Avenue/ Acores Avenue, immediately south of where the mid-block traffic control signals are currently located.

Recommended Option

In order to ensure that the existing protected crossing for pedestrians is maintained on the pedestrian desire line, it is recommended that the existing mid-block traffic control signal be converted to a full traffic control signal. This option will incorporate the new public road as a 'T' type intersection.

The Ontario Traffic Manual, Book 12 (Traffic Signals) establishes the minimum criteria for traffic control signals to be installed at an intersection under future conditions using the projected traffic volumes from the peak hours. Utilizing the projected traffic volumes at this intersection, the technical justifications for the installation of traffic control signals are satisfied to the following extent:

Justification 1: Minimum Vehicular Volume	1 percent
Justification 2: Delay to Cross Traffic	11 percent

To meet the technical requirements for the installation of new traffic control signals, both the "Minimum Vehicle Volume" or "Delay to Cross Traffic" justifications must be 150 percent satisfied. Based on the above results, the installation of traffic control signals are not justified at the future intersection of Ossington Avenue and the new, unnamed public road located 53 metres north of Acores Avenue.

While the technical engineering warrant is not met, the conversion of the existing mid-block traffic control signal to a full traffic control signal is recommended by Transportation Services for the following reasons:

- The current crossing location aligns with the existing TTC bus stops and shelters, located on the east and west sides of Ossington Avenue.
- It is the practice of Transportation Services to provide protected crossings for pedestrians at all TTC stops when possible.
- The development at 1145 Ossington Avenue will increase the volumes of pedestrians crossing at this location.
- The current location of the existing mid-block traffic control signals is where pedestrians are accustomed to having a protected crossing.
- The provision of a full traffic control signal will maintain driver expectation on Ossington Avenue.

There is a private driveway located on the west side of Ossington Avenue, roughly opposite the new road, that will fall within the traffic control signals. However, based on the low traffic volumes using this driveway it can continue to operate uncontrolled.

Alternative Options

Review and discussion of the recommended conversion has been undertaken with the Ward Councillors, the community, developer and Transportation Services' staff. Based on those discussions, two alternate locations for the traffic control signals on Ossington Avenue were considered, but are not supported by Transportation Services.

Alternative 1: Intersection Pedestrian Signals

The first alternative is to shift the existing mid-block traffic control signals slightly north and incorporate the new public road via a stop sign. Under this alternative, the north leg of the intersection would be controlled by a relocated mid-block traffic control signal, with the east leg of the intersection being stop-controlled. This would result in what is commonly referred to as an 'Intersection Pedestrian Signal' (IPS).

It is Transportation Services' current and long-standing practice to not support the installation of IPS due to concerns with:

- *Main Street Driver Expectation*
Motorists are typically not accustomed to IPS operations, as they are not universally used in North America. Drivers may become confused as side street vehicles are not distinctly separated from conflicts with main street traffic, and operate under a different level of control.

- *No Vehicle Clearance Interval*
Side street vehicles approaching the main street would not be aware of whether or not they are able to clear the intersection, as there are no warning displays notifying side street motorists that the main street signal is about to change from red to green.

Alternative 2: Relocation of the Mid-Block Pedestrian Signal

This alternative would relocate the existing mid-block pedestrian traffic control signals approximately 42 metres north, to a point 95 metres north of the intersection of Geary Avenue/Acores Avenue.

The negative impacts of this proposal are that this would move the protected pedestrian crossing away from the existing TTC stops, and there are no additional pedestrian generators at the proposed location. Accordingly, pedestrians would be required to divert their routes to cross at the new location.

A shift to the south is not feasible, as there is not sufficient space to avoid existing driveways located between the intersections of Geary Avenue/Acores Avenue.

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SIGNATURE

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ATTACHMENTS

Attachment 1 - Map of 1145 Ossington Avenue - Recommended Traffic Control Signal and Existing Conditions