



REPORT FOR INFORMATION

Additional Information - Bicycle Traffic Control Signal - St. Clair Avenue West and Poplar Plains Road

Date: November 21, 2016
To: Public Works and Infrastructure Committee
From: Acting General Manager, Transportation Services
Wards: Ward 22 - St. Paul's
Reference: P:\2016\Cluster B\TRA\TIM\pw16023tim.docx

SUMMARY

The report PW17.11 - Bicycle Traffic Control Signal - St. Clair Avenue West and Poplar Plains Road seeks approval for the installation of a new bicycle traffic control signal at St. Clair Avenue West and Poplar Plains Road.

Following publication of the Committee report, additional discussions have been held between Transportation Services and the Toronto Transit Commission (TTC) regarding the proposed signal. During these discussions, the TTC has highlighted a number of concerns regarding the proposed bicycle traffic control signal, which are detailed in this report.

In addition, the original staff report omitted to include that the setbacks for this signal would impact approximately twelve (12) existing on-street paid parking spaces.

FINANCIAL IMPACT

Estimates for the potential revenue loss to the Toronto Parking Authority arising from the removal of approximately twelve (12) existing on-street paid parking spaces on St. Clair Avenue West are not currently known at this time, but based on other corridors, it is anticipated that the amount would likely total approximately \$20,000 annually.

DECISION HISTORY

At its meeting on October 23, 2013, the TTC Board requested staff to report back regarding the feasibility of providing a curb cut for bicycles crossing St. Clair Avenue West at Poplar Plains Road. On December 19, 2013, the TTC Board received a TTC

staff report entitled "Bicycle Crossing on St. Clair Avenue" and referred this report to the Public Works and Infrastructure Committee without recommendation.

The Board decision can be found at:

[https://ttc.ca/About the TTC/Commission reports and information/Commission meetings/2013/December 19/Agenda/Agenda-December 19-2013.pdf](https://ttc.ca/About%20the%20TTC/Commission%20reports%20and%20information/Commission%20meetings/2013/December%2019/Agenda/Agenda-December%2019-2013.pdf)

At its meeting of November 21, 2016, the Public Works and Infrastructure Committee will consider PW17.11 - Bicycle Traffic Control Signal - St. Clair Avenue West and Poplar Plains Road. This report recommends the installation of a bicycle traffic control signal at St. Clair Avenue West and Poplar Plains Road. This information report provides additional information to the original report before the Committee.

The original Committee report can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW17.11>

COMMENTS

TTC Concerns

Following publication of the Committee report, the TTC has raised some concerns regarding the proposed bicycle traffic control signal as follows:

Safety

The TTC Board Report of December 2013 noted that as the streetcar tracks are on a raised right-of-way, above the level of the traffic lanes, this may create a tripping hazard for cyclists. The TTC is also concerned that any change to the raised right-of-way may impact on use by emergency services vehicles. Transportation Services staff believe that the proposed bicycle traffic control signal will reduce or remove the existing trip hazard faced by cyclists currently crossing the raised streetcar right-of-way and that any potential impacts to emergency services vehicle use can be minimized or negated during detailed design.

Operations

The TTC has noted that the proposed bicycle traffic control signal is in close proximity to adjacent traffic control signals - 195 metres west of the signalized intersection at Avenue Road and 112 metres east of a signalized pedestrian crossing. The proposed signal spacing is less than the City's generally preferred minimum signal spacing of 215 metres. The TTC notes that additional traffic control signals in close proximity can impact transit service travel time.

Transit service travel time on St. Clair Avenue West is also influenced by Transit Signal Priority (TSP) measures currently in place to improve TTC operations. The TTC has raised a concern that the introduction of a bicycle traffic control signal in the proposed location could reduce the benefits of the TSP operation due to limitations for the configuration of TSP with the proposed signal proximity.

Transportation Services staff believe that these concerns can be addressed during the detailed design of the bicycle traffic control signal timing plan which would include coordination with adjacent signals.

In addition to the TTC's specific concerns, the TTC has also suggested that there may be additional unforeseen technical issues that could arise during the detailed design stage. In line with regular practice, such issues would be addressed as an integral part of the design process if or when they arise.

Transportation Services and TTC Detailed Design Review

Subject to Council approval of the proposed bicycle traffic control signal, and in accordance with normal practice, a detailed design of the signal would be provided to the TTC for review. This review process would provide an opportunity for Transportation Services and the TTC to collaborate in order to address the concerns noted above.

It is anticipated that the concerns raised can be addressed through detailed design without significant amendment to the bicycle traffic control signal crossing proposed. However, should substantial changes prove necessary, further approval would be sought from Council.

On-Street Parking Impacts

Further review of the proposed bicycle traffic control signal has determined that the setbacks for the proposed bicycle traffic control signal would require the removal of approximately twelve (12) existing on-street paid parking spaces.

The majority of cyclists currently crossing St. Clair Avenue West in the vicinity of Poplar Plains Road are crossing in a manner which represents a safety concern. Transportation Services has recommended a bicycle traffic control signal at this location as a preventative measure in order to ensure the safety of cyclists, pedestrians, and TTC operations. The local Councillor has been consulted and is supportive of the recommendation.

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SIGNATURE

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