



## STAFF REPORT ACTION REQUIRED

### Traffic Control Signal Amendment – Harbord Street and Ossington Avenue

<b>Date:</b>	January 21, 2016
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services, Toronto and East York District
<b>Wards:</b>	Trinity-Spadina, Ward 19
<b>Reference Number:</b>	Ts2016055te.top.doc

#### SUMMARY

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As the Toronto Transit Commission (TTC) operates a transit service on Harbord Street and on Ossington Avenue, City Council approval of this report is required.

Transportation Services is requesting approval to include the west leg of the intersection of Harbord Street and Ossington Avenue into the traffic control signals. This leg is currently comprised of a public lane and a private driveway. This change will result in the installation of signals for eastbound motorists and north-south pedestrians on the west intersection leg. This change will enhance safety for pedestrians, cyclists and motorists at this intersection and will be in keeping with the City of Toronto's practices.

#### RECOMMENDATION

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Transportation Services, Toronto and East York District recommends that:

1. City Council amend the location of the traffic control signals at Ossington Avenue and Harbord Street to Ossington Avenue and Harbord Street/Public Lane/Private Access.

#### Financial Impact

The estimated cost of installing eastbound traffic signals and north-south pedestrian signals at the intersection of Harbord Street and Ossington Avenue is about \$12,200.00. This work would be subject to competing priorities and available funding.

## **ISSUE BACKGROUND**

Transportation Services, Toronto and East York District, was requested by Councillor Mike Layton to investigate and report on the inclusion of the west leg of the intersection of Harbord Street and Ossington Avenue into the traffic control signals to enhance safety for pedestrians, cyclists and motorists.

## **COMMENTS**

### **Existing Conditions**

The intersection of Ossington Avenue and Harbord Street is controlled by traffic signals.

Ossington Avenue is a four lane minor arterial roadway with a daily two-way traffic volume of about 19,000 vehicles and a posted speed limit of 40 km/h. Transit service on Ossington Avenue is provided by the '63 Ossington' bus and there are north-south transit stops located to the south of Harbord Street.

Harbord Street is a minor arterial roadway that intersects the east side of Ossington Avenue. Harbord Street has a daily two-way traffic volume of about 10,000 vehicles and a posted speed limit of 40 km/h. Harbord Street generally operates with a single lane of traffic in each direction, with parking permitted on the north side. Additionally, bicycle lanes have been installed for cyclists on both sides of Harbord Street. Transit service is provided by the '94 Wellesley' bus and there are east-west transit stops located to the east of Ossington Avenue.

A public lane/private driveway is located on the west side of Ossington Avenue, opposite Harbord Street. The public lane operates with two-way traffic lane and accesses the lane system bounded by Ossington Avenue, Dewson Street, Concord Avenue and Hepbourne Street. The west leg also provides access to a private business that fronts the southwest corner of the lane and Ossington Avenue. Currently, the west intersection leg is uncontrolled.

### **Collision Review**

Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2014 were reviewed at the intersection of Harbord Street and Ossington Avenue. The review disclosed a total of 20 collisions occurred at the intersection of Harbord Street and Ossington Avenue. Further review of the 20 collisions did not disclose any related to motorists entering or exiting the west leg of the intersection.

### **Field Observations**

Observations were undertaken on October 27, 2015 and November 10, 2015 at the intersection of Ossington Avenue and Harbord Street to assess the vehicle usage and operation of the west intersection leg. The hour observations were undertaken during the weekday peak and off-peak periods and have been summarized as follows:

**A.M. Peak**

- four motorists entered and three exited the west intersection leg
- no issues were observed with any of the vehicle movements to/from the west intersection leg

**Off-Peak**

- seven motorists entered and four exited the west intersection leg
- two potentially unsafe movements were observed:
  - a southbound vehicle parked on the sidewalk adjacent to the private parking lot, blocking pedestrians from travelling safely on the sidewalk
  - a northbound vehicle pulled into southbound lanes and then reversed into the private parking lot

**P.M. Peak**

- seven motorists entered and eight exited the west intersection leg
- two potentially unsafe movements were observed:
  - a southbound vehicle parked on the sidewalk adjacent to the private parking lot, blocking pedestrians from travelling safely on the sidewalk
  - a motorist reversed out of the private parking lot into oncoming traffic in the southbound lanes to travel southbound on Ossington Avenue

Generally, it was noted that motorists exiting the west intersection leg relied on the eastbound pedestrian signals to indicate that it is safe to proceed into the intersection. Motorists entering the west intersection leg proceeded as permitted by the traffic control signals.

**Summary**

The volume of vehicles using the west intersection leg are relatively low in all time periods. Based on the observations, the west intersection leg generally operates well, excepting the above-noted potentially unsafe movements.

Notwithstanding, Transportation Services recommends that the west leg be included in the existing traffic control signal operation at the intersection of Harbord Street and Ossington Avenue. This operation is the City of Toronto's standard practice and will provide better guidance at this intersection and enhance safety for pedestrians, cyclists and motorists.

This change will require the installation of signal heads for the eastbound motorists, as well as north-south pedestrian crossings on the west intersection leg. Eastbound traffic will move concurrently with the westbound green and east-west pedestrian phases.

The private business that fronts the southwest corner of the subject intersection has been advised and supports the recommendations of this staff report.

Councillor Mike Layton has been advised of the recommendations of this staff report.

## **CONTACT**

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## **SIGNATURE**

Kyp Perikleous  
Director, Transportation Services  
Toronto and East York District

## **LIST OF ATTACHMENTS**

1. Drawing No. 421G-2046, dated January 2016

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