



## STAFF REPORT ACTION REQUIRED

### Traffic Control Signals – Dupont Street and Palmerston Avenue

<b>Date:</b>	March 9, 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 20
<b>Reference Number:</b>	Ts2016085te.top.doc

#### SUMMARY

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

Transportation Services has undertaken an operational review and safety audit of the intersection of Dupont Street and Palmerston Avenue. The safety audit revealed that the intersection is generally operating safely and the justifications for the installation of traffic control signals are not satisfied at the intersection of Dupont Street and Palmerston Avenue.

#### RECOMMENDATIONS

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Transportation Services, Toronto and East York District recommends:

1. City Council deny the installation of traffic control signals at the intersection of Dupont Street and Palmerston Avenue.

#### Financial Impact

Adopting the above-noted recommendation carries no financial impact.

#### ISSUE BACKGROUND

Transportation Services, Toronto and East York District, was requested by Councillor Joe Cressy to report on the installation of pedestrian crossing protection at the intersection of Dupont Street and Palmerston Avenue to address safety concerns for crossing pedestrians.

## COMMENTS

Dupont Street is a major arterial roadway with two lanes in each direction. It has a regulatory speed limit of 50 km/h and a daily two-way traffic volume of about 25,000 vehicles. Palmerston Avenue is a two-way local road that is stop controlled at Dupont Street. It has a posted speed limit 40 km/h and a daily traffic volume of about 1,400 vehicles. Adjacent traffic control signals are located about 200 metres to the west at Bathurst Street and about 150 metres to the east at Hammond Place. The land use in this area is predominantly residential. TTC service on Dupont Street is provided by the '26 Dupont' bus.

## Collision Review

Collision statistics provided by Toronto Police Service for the three-year period ending December 31, 2015 disclosed that eight collisions had occurred at the intersection of Dupont Street and Palmerston Avenue. Of these eight collisions, six were potentially preventable by the installation of traffic control signals and two involved a pedestrian.

## Analysis

Traffic studies were undertaken at the intersection of Dupont Street and Palmerston Avenue during the busiest eight-hour period of a typical weekday. The studies were undertaken on September 16, 2014. Based on the eight-hour vehicular and pedestrian traffic counts conducted at this intersection, and the collision history, the technical justifications for the installation of traffic control signals are satisfied to the following extent:

<b>Justification 1:</b>	Minimum Vehicular Volume	34 percent
<b>Justification 2:</b>	Delay to Cross Traffic	43 percent
<b>Justification 3:</b>	Collision Hazard	40 percent

To meet the technical requirements for the installation of traffic control signals, one of the Minimum Vehicular Volume or Delay to Cross Traffic 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 controls signals is not justified.

## Conclusions

Based on the review, the intersection of Dupont Street and Palmerston Avenue is operating satisfactory and the installation of traffic signals is not justified. Additionally, the installation of traffic signals at this intersection would result in the following negative impacts:

**Loss of Parking:** As many as seven pay-and-display parking spaces may need to be removed from Dupont Street. There will also be a loss of seven overnight permit parking spots on Palmerston Avenue.

**Loss of Accessible Parking Space:** An Accessible Parking Space on the west side of Palmerston Avenue, 19 meters south of Dupont Street, may need to be removed; and

**Impacts to Pedestrians:** There may be an increase in delays to pedestrians, who will be required to wait for a "Walk" signal, rather than crossing with gaps in traffic.

Councillor Joe Cressy 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-2085, dated March 2016

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