

## **Traffic Control Signals – Dundas Street West and Ritchie Avenue**

**Date:** March 7, 2017  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Transportation Services, Toronto and East York District  
**Wards:** Ward 14, Parkdale-High Park

### **SUMMARY**

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

Transportation Services is requesting approval to install traffic control signals at the intersection of Dundas Street West and Ritchie Avenue. The installation of traffic control signals at this location will replace an existing pedestrian crossover (PXO) and enhance safety for pedestrians, cyclists and motorists.

### **RECOMMENDATIONS**

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The Acting Director, Transportation Services, Toronto and East York District recommends that:

1. City Council approve the installation of traffic control signals at the intersection of Dundas Street West and Ritchie Avenue.
2. City Council approve the removal of a pedestrian crossover (PXO) located on Dundas Street West immediately east of Ritchie Avenue.

### **FINANCIAL IMPACT**

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The estimated cost of replacing the PXO with traffic control signals at Dundas Street West and Ritchie Avenue is approximately \$200,000.00. This work would be subject to the availability of funding and competing priorities.

### **DECISION HISTORY**

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This report addresses a new initiative.

## COMMENTS

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Dundas Street West at Ritchie Avenue is a four-lane, minor arterial roadway with a daily two-way traffic volume of approximately 14,000 vehicles. It has a pavement width of about 14.9 metres and the posted speed limit is 40 km/h. Transit service is provided by the "505-Dundas" streetcar which operates on a shared right-of-way in the median lanes.

Ritchie Avenue is a local roadway that operates with two-way traffic on a pavement width of about 7.3 metres north of Dundas Street West and about 10.9 metres south of Dundas Street West. It has a posted speed limit of 40 km/h and a daily two-way traffic volume of about 1,200 vehicles. Ritchie Avenue is "Stop" controlled at the intersection of Dundas Street West. There is no transit service provided on Ritchie Avenue.

A pedestrian crossover (PXO) operates on the east side of Ritchie Avenue at this intersection. Adjacent crossing protection for pedestrians is located approximately 160 metres to the east at Howard Park Avenue and 150 metres to the west at Roncesvalles Avenue. Both are traffic control signals. The land use in the vicinity of the intersection is mixed used. A gas station is located on the south-east corner and has access from Dundas Street West and Ritchie Avenue.

### **Collision hazard**

Collision statistics provided by the Toronto Police Service for the three-year period ending June 30, 2016 disclosed that eight collisions had occurred at Dundas Street West and Ritchie Avenue. Of these collisions, none involved a pedestrian or a cyclist. Two of eight collisions were considered to be potentially preventable by the installation of traffic control signals. Further review of these collisions did not note a pattern as to the location or time of day/day of the week that the collision occurred.

### **Feasibility of the installation of traffic control signals**

The feasibility of the installation of traffic control signals was reviewed at the end of 2014. The technical justifications for the installation of traffic control signals were not satisfied at that time. The existing situation has not changed since that study, as no new traffic generator were added in this area.

### **Operational study of the pedestrian crossover (PXO)**

An audit was carried out to assess any deficiencies in the operational and physical suitability of the PXO compared to the provincially adopted environmental standards to potentially expose factors which can make a PXO unsuitable. It was determined that two elements of the environmental standards were not met. Specifically, there is a driveway/entrance into the gas station at the south-west corner and the spacing to the adjacent traffic control signals is substandard.

## Summary

Based on the above review, Transportation Services recommends the replacement of the PXO with traffic control signals at the intersection of Dundas Street West and Ritchie Avenue to improve safety and operations for all road users, including pedestrians, bicyclists and motorists.

However, the installation of traffic control signals at this intersection would result in the following negative impacts:

- Loss of parking - With any installation of traffic control signals, parking must be prohibited at all times within 30.5 metres of the intersection. As many as ten on-street parking spaces on Dundas Street West and four parking spaces on Ritchie Avenue 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 cross upon pressing the PXO button.

Councillor Gordon Perks has been advised of the recommendations of this report.

## CONTACT

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Ann S. Khan, P. Eng.  
Manager, Traffic Operations  
Transportation Services  
Toronto and East York District  
Telephone: 416-397-5021  
Fax: 416-392-1920  
E-mail: [Ann.Khan@toronto.ca](mailto:Ann.Khan@toronto.ca)

## SIGNATURE

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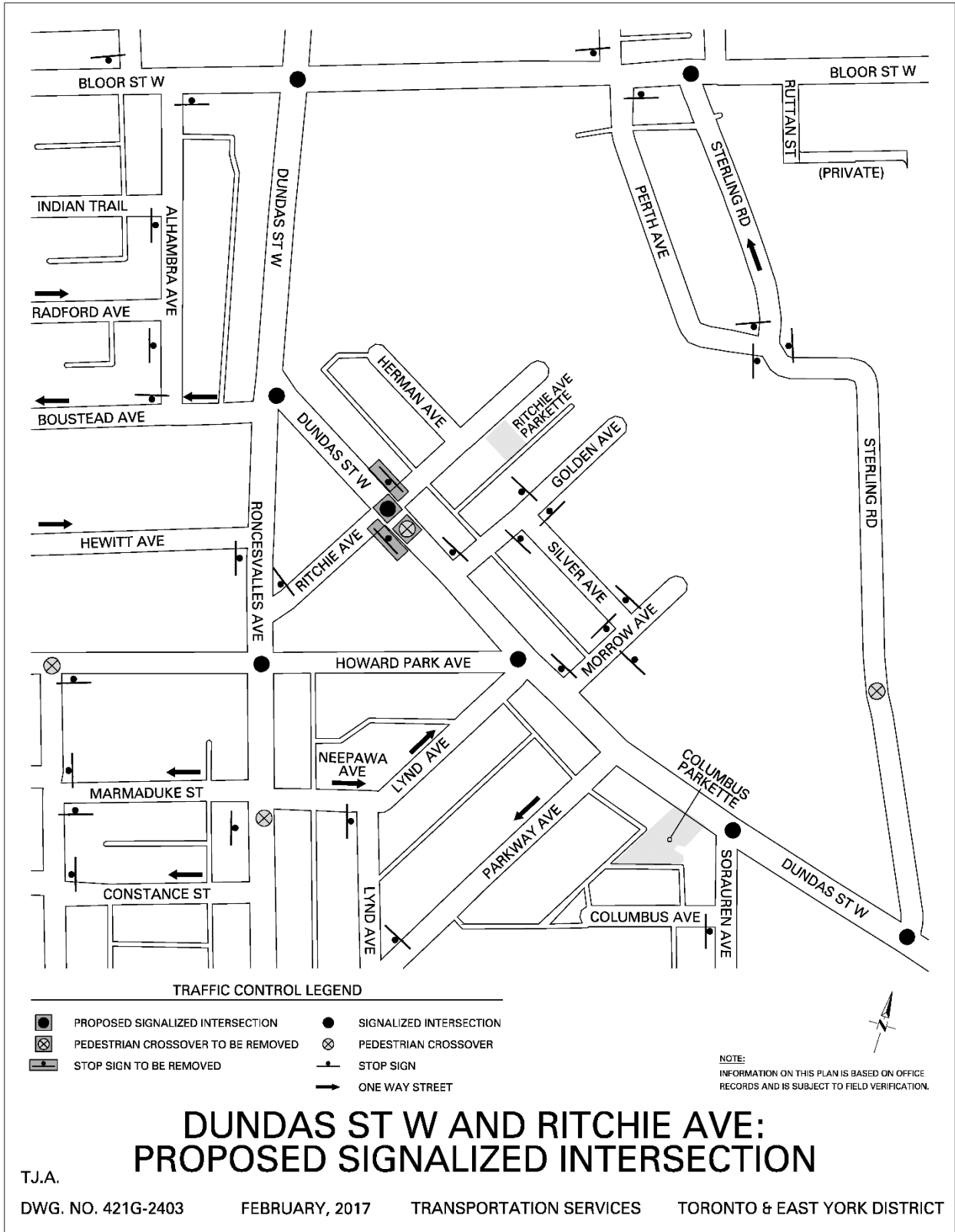
Dave Twaddle, C.E.T.  
Acting Director, Transportation Services  
Toronto and East York District

## ATTACHMENTS

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1. Drawing No. 421G-2403, dated February 2017
2. Appendix A - Audit of Pedestrian Crossover

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Appendix 'A'

DUNDAS STREET WEST AND RITCHIE AVENUE  
Audit of pedestrian crossover

Standard	Comment	Standard Met/ Not Met
Speed – Vehicle operating speed less than 60 km/h	The posted speed limit on this segment of Dundas Street West is 40 km/h.	Met
Width – Not more than four lanes wide on a two-way street, or more than three lanes wide on a one-way street	Dundas Street West operates with two lanes of traffic in each direction.	Met
Volume – Traffic volume less than 35,000 vehicles per day (total of both directions)	Dundas Street West carries approximately 14,000 vehicles per day in both directions.	Met
Turns – No significant volume of turning movements which interfere with PXO	The volume of traffic turning to/from Ritchie Avenue is moderate (approximately 400 over eight hours).	Met
Visibility – No visibility problems exist for either pedestrians or motorists	None	Met
Loading – No loading zones in the immediate vicinity	There are no transit stops and no commercial loading zones in the immediate area.	Met
Driveways – No driveways or entrances nearby	There are driveways into the gas station on the south-west corner of Dundas street West	Not Met
Spacing – Not less than 200 metres to another pedestrian crossover or traffic control signal (TCS)	Howard Park Avenue (TCS) is about 160 metres east and Roncesvalles Avenue (TCS) is 150 metres west of Ritchie Ave	Not Met