TORONTO

# Memorandum

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**File:** D15-7118484&7188001
Int: Eglinton & Barbados

**TO:** Councillor Glenn De Baeremaeker
Ward 38, Scarborough Centre

Councillor Michelle Holland
Ward 35, Scarborough Southwest

**FROM:** Marko A. Oinonen
Transportation Services, Scarborough District

**DATE:** June 23, 2016

**RE:** **Request for Pedestrian Crossing Protection: Eglinton Avenue East at Barbados Boulevard**

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Further to two requests from Councillor De Baeremaeker's office, on behalf of several citizens, we have completed our review of the above-noted matter. Based on our review, we have concluded that the installation of a pedestrian crossover or traffic control signals is not justified at the subject intersection at this time**.**

Our conclusions are based on a Pedestrian Crossover Warrant study and a Traffic Control Signal Warrant study using traffic volumes recorded over the peak eight hours of a typical weekday. The results of our studies indicate that the technical warrants for the installation of a pedestrian crossover or a traffic control signal are not met. In addition, Eglinton Avenue East would be too wide to qualify for a pedestrian crossover since they are only installed on roads with four lanes or less (Eglinton Avenue East has a total of seven lanes at this location).

At the subject intersection, there are good sight lines of approaching vehicles for vehicles and pedestrians. A review of the Toronto Police Service collision records, for the five-year and eleven month period from January 1, 2010 to November 30, 2015, indicates there have been no pedestrian or cyclist collisions at the subject intersection.



311 toronto at your service

The details of our studies, including a five-year review of the Toronto Police Service collision records, are outlined in the attached technical summary.

Should you have any questions or comments regarding our review, please call Allan Burrows, Supervisor, Traffic Operations at 416-396-7147.

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Manager, Traffic Operations
Transportation Services, Scarborough District

KS:cr

**TECHNICAL SUMMARY**
**Eglinton Ave. East at Barbados Blvd. / driveway to 2800 Eglinton Ave. East**

## Traffic Control Signal Warrant Studies

Study Location: Eglinton Avenue East at Barbados Blvd. / driveway to 2800 Eglinton Ave. E.
Study Dates: Tue., Nov. 3, 2015 (previous study Thur., Apr. 10, 2008)

| Traffic Control Signal Warrant | Compliance Level *Prior Study* Thur., Apr. 10, 2008 | Compliance Level *Current Study* Tue., Nov. 3, 2015 |
|---|---|---|
| Minimum Vehicular Volume | 37% | 35% |
| Delay To Cross Traffic | 68% | 56% |
| Collision Hazard | 7% | 7% |

- For traffic control signals to be numerically justified, one of the “Minimum Vehicular Volume” or “Delay to Cross Traffic” or "Collision Hazard" warrants must be 100% satisfied, or the “Minimum Vehicular Volume” and “Delay to Cross Traffic” warrants must both be at least 80% satisfied.

- Our review of the Collision Hazard is based on the previous three-year (2012 – 2014) of available collision history.

As outlined in the above table, the traffic volumes do not satisfy the requirements to install traffic control signals at this intersection at this time. There has been very little changes to Traffic Signal Warrant values and volumes over the past seven years.

## Pedestrian Crossover Warrant Study

Study Dates: Tue., Nov. 3, 2015 (previous study Thur., Apr. 10, 2008)

| Pedestrian Crossover Warrant | Compliance Level *Prior Study* Thur., Apr. 10, 2008 | Compliance Level *Current Study* Tue., Nov. 3, 2015 |
|---|---|---|
| Pedestrian Volume | 60% | 33% |
| Pedestrian Delays | 60% | 41% |

- For a pedestrian crossover to be numerically justified, both the “Pedestrian Volume” and “Pedestrian Delays” warrants must be 100% satisfied.

As outlined in the above table, the pedestrian volumes and delays do not satisfy the requirements to install a pedestrian crossover at this intersection at this time. There has been a decrease in the pedestrian volumes over the past seven years.

**TECHNICAL SUMMARY**
**Eglinton Ave. East at Barbados Blvd. / driveway to 2800 Eglinton Ave. East**

## Pedestrian Crossover Warrant Study (Cont'd)

Pedestrian Crossing Volume
Eglinton Avenue East at Barbados Blvd. / driveway to 2800 Eglinton Ave. E.
Study Date -Tue., Nov. 3, 2015

| Pedestrian Characteristics | Eight-Hour Pedestrian Crossing Volume | | |
|---|---|---|---|
| | East Side | West Side | Total – Both Sides |
| Unassisted Children | 0 | 0 | **0** |
| Assisted Children | 0 | 0 | **0** |
| Youths / Adults | 24 | 38 | **62** |
| Senior Citizens | 0 | 2 | **2** |
| Persons With Disabilities | 0 | 0 | **0** |
| **Total Pedestrian Volume** | **24** | **40** | **64** |

- Of the 64 pedestrians a total of 54 pedestrians of the pedestrians were observed to have experienced crossing delays greater than 10 seconds while waiting to cross Eglinton Avenue East at Barbados Boulevard. The prior pedestrian count conducted on Thursday, April 10, 2008 recorded 114 pedestrians crossing with 78 delays greater than 10 seconds.

## Roadway Classification

| Roadway | Classification | Typical Daily Vehicle Volume For Subject Road Classification | Recorded Daily Vehicle Volume For Subject Road |
|---|---|---|---|
| Eglinton Ave. East (west of Barbados Bl.) | Major Arterial Road | Greater than 20,000 vehicles per day (vpd) | Wed., July 30, 2008 29,666 vpd |

- As evidenced in the above-noted table, this portion of Eglinton Avenue East is functioning within the vehicle volume range of a major arterial road.

**TECHNICAL SUMMARY**
**Eglinton Ave. East at Barbados Blvd. / driveway to 2800 Eglinton Ave. East**

## 24-Hour Speed Studies

Speed Limit: 60 km/h posted Date: Wednesday, July 30, 2008
Location: Eglinton Avenue East, west of Barbados Boulevard

| | Speed Ranges – km/h | | | | | Total Vehicles 24 Hours | 85th Percentile Speed* |
|---|---|---|---|---|---|---|---|
| | 1 - 50 | 51 - 60 | 61 - 70 | 71 - 75 | > 75 | | |
| Eastbound | 1,018 | 4,799 | 6,908 | 1,378 | 694 | 14,797 | 70 km/h |
| Westbound | 1,515 | 5,998 | 5,925 | 966 | 465 | 14,869 | 69 km/h |
| **Both Directions** | **2,533** | **10,797** | **12,833** | **2,344** | **1,159** | **29,666** | **69.5 km/h** |

* The 85th percentile speed is the speed at or below which the majority of motorists are travelling. This generally reflects the speed at which most motorists feel comfortable travelling on a given section of roadway, taking into consideration traffic volumes and surrounding conditions.

## Toronto Police Service Collision Records

Five-year review period for which we have complete data: Jan. 1, 2010 to Dec. 31, 2014

| **Five-Year Collision Information** Eglinton Ave. East at Barbados Blvd. / Driveway to 2800 Eglinton Ave. East | Number of Reported Collisions | | | | | |
|---|---|---|---|---|---|---|
| | 2010 | 2011 | 2012 | 2013 | 2014 | Total |
| Collisions Potentially Preventable by the Installation of Traffic Control Signals | 1 | 0 | 0 | 0 | 1 | **2** |
| Collisions Involving Pedestrians or Cyclists crossing Eglinton Avenue East | 0 | 0 | 0 | 0 | 0 | **0** |
| Other | 1 | 1 | 3 | 6 | 0 | **11** |

- A review of the Toronto Police Service collision records, for the five-year period from January 1, 2010 to December 31, 2014, indicates that the signal preventable collisions involved a northbound left turning vehicle and an eastbound through vehicle (2010) and a northbound left turning vehicle and a westbound through vehicle (2014).

- None of the reported collisions involved pedestrians of cyclists

- The Toronto Police Service collision records for the 2015 part year period of available data, from January 1 to November 30, 2015, indicates there has been one reported collision (an east rear end collision during snowy conditions).