

## **Traffic Control Signals – College Street at Havelock Street /Rusholme Park Crescent and College Street at Gladstone Avenue**

**Date:** March 22, 2018  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Transportation Services, Toronto and East York District  
**Wards:** Ward 18, Davenport

### **SUMMARY**

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

Transportation Services is requesting approval to install traffic control signals on College Street at Havelock Street/Rusholme Park Crescent and on College Street at Gladstone Avenue.

This will result in the removal of the existing pedestrian crossover (PXO) at Havelock Street/Rusholme Park Crescent. The two traffic control signals will 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 College Street and Havelock Street/Rusholme Park Crescent.
2. City Council approve the removal of a pedestrian crossover (PXO) located on College Street immediately west of Havelock Street.
3. City Council approve the installation of traffic control signals at the intersection of College Street and Gladstone Avenue.

## **FINANCIAL IMPACT**

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The estimated cost of installing the two traffic control signals and removing one PXO is \$350,000.00.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Based on a request from Councillor Ana Bailão, Transportation Services reviewed operations of all road users, and more specifically pedestrians crossing College Street at both Havelock Street/Rusholme Park Crescent and College Street at Gladstone Avenue.

College Street in this vicinity is a four-lane, major arterial roadway with a daily two-way traffic volume of approximately 20,000 vehicles and a speed limit of 40 km/h. Transit service is provided by the "506-Carlton" streetcar which operates on a shared right-of-way in the median lanes.

A PXO is located on College Street just west of Havelock Street/Rusholme Park Crescent. There is no protected pedestrian crossing on College Street at Gladstone Avenue, which is located about 125 metres east of Dufferin Street and about 125 metres west of Havelock Street/Rusholme Park Crescent.

### **Traffic control signals**

The feasibility of the installation of traffic control signals was reviewed based on the traffic studies recently undertaken at this intersection. Based on the eight-hour vehicular, pedestrian and cycling traffic counts and the collision history, the technical justifications for the installation of traffic control signals were satisfied to the following extent:

College Street and Havelock Street/Rusholme Park Crescent:

|                  |                          |            |
|------------------|--------------------------|------------|
| Justification 1: | Minimum Vehicular Volume | 35 percent |
| Justification 2: | Delay to Cross Traffic   | 80 percent |
| Justification 3: | Collision Hazard         | 27 percent |

College Street and Gladstone Avenue:

|                  |                          |            |
|------------------|--------------------------|------------|
| Justification 1: | Minimum Vehicular Volume | 23 percent |
| Justification 2: | Delay to Cross Traffic   | 76 percent |
| Justification 3: | Collision Hazard         | 47 percent |

To meet the technical requirements for the installation of traffic control signals, one of the first two justifications must be 100 percent satisfied, or any two of the three justifications must be at least 80 percent satisfied. Based on the above, the warrant criteria for the installation of traffic control signals at these two intersections have not been satisfied at this time.

### **Pedestrian crossovers (PXO)**

During the busiest eight-hour period of a typical weekday, approximately 350 pedestrians use the PXO at College Street and Havelock Street/Rusholme Park Crescent. During the same time period, approximately 200 pedestrians, 140 of whom were delayed for more than 10 seconds, crossed College Street at Gladstone Avenue. Based on these pedestrian volumes and delays, the warrants for the installation of a PXO have been met and some form of pedestrian crossing protection should be installed at this intersection.

An audit was carried out at both intersections to assess any deficiencies in the operational and physical suitability of a PXO compared to the provincially adopted environmental standards to identify factors which can make a PXO unsuitable.

Based on the PXO audit, neither location is suitable for a PXO. Back-to-back horizontal curves and TTC loading zones on College Street at Havelock Street/Rusholme Park Crescent make this location unsuitable for a PXO. Also, PXOs are no longer considered appropriate at many locations on major arterial roadways. Additionally, the spacing to adjacent traffic control devices would make traffic control signals more suitable than a PXO at College Street and Havelock Street.

### **Collision history**

Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2017 revealed that 12 collisions had occurred on College Street at Havelock Street/Rusholme Park Crescent. Four of these collisions were potentially preventable by the installation of traffic control signals. During the same time period 17 collisions had occurred on College Street at Gladstone Avenue, of which seven preventable by the installation of traffic control signals.

### **Summary**

Based on the above review, Transportation Services recommends the installation of traffic control signals on College Street at Havelock Street/Rusholme Park Crescent and on College Street at Gladstone Avenue. This will result in the removal of the existing PXO immediately west of Havelock Street/Rusholme Park Crescent. The two traffic control signals will enhance safety for pedestrians, cyclists and motorists.

However, the installation of traffic control signals at this intersection would result in the loss of some parking at both intersections. Also, there may be an incremental increase in delays to pedestrians at College Street at Havelock Street/Rusholme Park Crescent, who will be required to wait for a "Walk" signal, rather than crossing upon pressing the current PXO pedestrian push button.

Transportation Services have advised the Toronto Transit Commission about the proposed traffic control signals and we will be installing the transit signal priority feature at both locations to minimize any delays to streetcars.

Councillor Ana Bailão has been advised of the recommendations of this staff report.

## **CONTACT**

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## **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-2937, dated April 2018

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