

Traffic Control Signals – Lumsden Avenue and Cedarvale Avenue

Date: April 2, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 19, Beaches - East York

SUMMARY

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

Transportation Services is recommending that the installation of traffic control signals at the intersection of Lumsden Avenue and Cedarvale Avenue not be authorized as the technical justification for the installation of traffic control signals is not satisfied.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services, recommends that:

1. City Council not authorize the installation of traffic control signals at the intersection of Lumsden Avenue and Cedarvale Avenue.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services, was requested by Councillor Brad Bradford, on behalf of area residents, to investigate the feasibility of installing traffic control signals at Lumsden Avenue and Cedarvale Avenue to address safety concerns experienced, periodically by southbound motorists on Cedarvale Avenue making a left turn onto eastbound Lumsden Avenue.

Existing Conditions

Lumsden Avenue is a minor arterial roadway which operates two-way traffic on a pavement width of about 8.5 metres, a posted speed limit of 40 km/h and a daily, two-way volume of about 10,500 vehicles. There is a slight bend in the road at the west leg of the intersection.

Cedarvale Avenue is a local roadway, which operates one-way southbound traffic north of Lumsden Avenue with a traffic volume of about 76 vehicles. The roadway operates two-way south of Lumsden Avenue and has a traffic volume of about 170 vehicles per day. The pavement width is about 8.5 metres and the posted speed limit is 30 km/h.

TTC service in this section of Lumsden Avenue is provided by the "62 Mortimer" bus. Adjacent traffic control signals are located about 190 metres to the east of Cedarvale Avenue, at the intersection of Lumsden Avenue and Gledhill Avenue; and 140 metres to the west of Cedarvale Avenue, at the intersection of Lumsden Avenue and Woodbine Avenue. The intersection of Lumsden Avenue and Cedarvale Avenue is a four-way intersection with a southbound-right turn channel lane (SBRT). The SBRT lane is tentatively scheduled to be removed as part of the 2020 Toronto Safety and Local Improvement Program. In addition, the curb will be extended at the southeast corner of the intersection providing pedestrians with a shorter crossing distance and reduces the speed at which vehicles turn.

Collision Review

Collision statistics provided by the Toronto Police Services for the three-year period ending December 31, 2018 disclosed that two collisions were reported at the intersection Lumsden Avenue and Cedarvale Avenue. Further review of this collisions, revealed that one of the collisions was a rear-end collision and the other collision was turning collision.

Traffic Control Signals

Transportation Services staff reviewed the intersection of Lumsden Avenue and Cedarvale Avenue for the feasibility of installing traffic control signals. On April 12, 2018 traffic studies were undertaken at the intersection of Lumsden Avenue and Cedarvale Avenue during the busiest eight-hour period of a typical weekday. 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:

Justification 1:	Minimum Vehicular Volume	2 percent
Justification 2:	Delay to Cross Traffic	6 percent
Justification 3:	Collision Hazard	0 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.

Sight Line issues:

Transportation Services was requested by area residents to investigate sightline concerns experienced by motorists making a southbound left turn from Cedarvale Avenue proceeding eastbound on Lumsden Avenue. When assessing sightline conditions, the City utilizes several factors including driver perception, driver reaction, driver eye height, object height, vehicle operating speed and deceleration rate. Staff noted that the geometric condition of the intersection is in such a way that the southwest corner of the property of No. 224 Cedarvale Avenue is obstructing the sightline of southbound turning vehicles traveling eastbound on Lumsden Avenue. Staff also requested the City's Right-of-Way Unit to address the removal of overgrown bushes at the northeast corner of the intersection.

Although, traffic control signals are not warranted for this intersection, the installation of signals may help to assist southbound left turning vehicles.

Summary

Transportation Services does not support the installation of traffic control signals at the intersection of Lumsden Avenue and Cedarvale Avenue based on the above noted information. Furthermore, the installation of traffic control signals at this intersection would result in the following negative impacts:

Loss of Parking

- Four permit/on-street parking spaces on Cedarvale Avenue, north of Lumsden Avenue will be lost;
- Two permit/on-street parking spaces on Cedarvale Avenue, south of Lumsden Avenue will be lost; and
- The potential for increase in delays to transit service on Lumsden Avenue.

Councillor Brad Braford has been advised of the recommendation of this Staff report.

CONTACT

Shawn Dillon
Manager, Traffic Operations (Area 1)
Traffic Management
Transportation Services
Telephone: (416) 397-5021
Fax: (416) 392-1920
E-mail: Shawn.Dillon@toronto.ca

SIGNATURE

Roger Browne, M.A.Sc., P.Eng.,
Acting Director,
Traffic Management
Transportation Services

ATTACHMENTS

1. Drawing No. 421G-3333, dated February 2019

P:\2019\Cluster B\Tra\Toronto and East York\Top\Ts2019131te.top.doc – mb

