

Traffic Control Signals - Church Street and Gloucester Street

Date: June 6, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 13, Toronto Centre

SUMMARY

This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City Policy or by-laws.

Transportation Services is requesting approval to install traffic control signals at the intersection of Church Street and Gloucester Street. This installation will provide enhanced safety for pedestrians at the intersection and is technically justified.

RECOMMENDATIONS

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

1. Toronto and East York Community Council authorize the installation of traffic control signals at the intersection of Church Street and Gloucester Street.

FINANCIAL IMPACT

The estimated cost of installing traffic control signals at the intersection of Church Street and Gloucester Street is \$200,000. This installation would be subject to the availability of funding and competing priorities.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by Councillor Kristyn Wong-Tam to investigate the feasibility of installing pedestrian crossing protection on Church Street at Gloucester Street.

Existing Conditions

Church Street is classified as a minor arterial roadway with two travel lanes in each direction. It has a posted speed limit of 40 km/h, a pavement width of about 13.8 metres, a daily two-way traffic volume of about 14,600 vehicles, and sidewalks on both sides.

Gloucester Street, west of Church Street, is classified as a local roadway which operates one-way westbound. It has posted speed limit of 30 km/h, a pavement width of about 7.2 metres and sidewalks on both sides. Gloucester Street, east of Church Street, is classified as a collector roadway which operates one-way eastbound. It has a regulatory speed limit of 50 km/h, a pavement width of about 7.4 metres and sidewalks on both sides.

Northbound and southbound traffic on Church Street is free-flow, and no traffic exits from Gloucester Street. The adjacent traffic control signals on Church Street are located about 115 metres to the north at Isabella Street and about 190 metres to the south at Wellesley Street East. There is no TTC service provided at this location.

Collision Review

Collision statistics provided by the Toronto Police Service for the three-year period ending March 31, 2019 disclosed that four collisions have occurred at the intersection of Church Street and Gloucester Street. Of these four collisions, none involved a pedestrian or considered to be potentially preventable by the installation of traffic control signals.

Pedestrian Crossover (PXO) Review

A pedestrian crossover (PXO) is not appropriate at the intersection of Church Street and Gloucester Street as PXO's are no longer installed on arterial roadways. However, traffic control signals are considered at locations where pedestrian crossovers are technically justified.

A traffic study was undertaken to review the feasibility of installing a PXO at the intersection of Church Street and Gloucester Street on November 5, 2018. During the busiest eight-hour period of a typical weekday, 413 pedestrians were recorded crossing Church Street at Gloucester Street.

The technical justifications for the installation of a PXO are satisfied to the following extent:

Pedestrian Volume Justification: Met
Pedestrian Delay Justification: Met

To meet the technical requirements for the installation of a PXO, both justifications must be satisfied. Based on the above results, the installation of a PXO is justified at this intersection.

In addition to the PXO warrant evaluation, a Pedestrian Crossover Audit was also conducted to assess the operational and physical suitability for the potential PXO at this location. By comparing the operation of the proposed PXO to provincially adopted "environment standards" we determined whether a PXO would be operating under acceptable conditions. The standards and comparative characteristics at this location are described in the attached Appendix "A".

Summary

Transportation Services recommends the installation of traffic control signals at the intersection of Church Street and Gloucester Street to enhance pedestrian safety. The proposed intersection will operate as a pedestrian signal with pedestrian crossings on the north and south legs of Church Street, as there are no vehicles entering this intersection from Gloucester Street.

Cycling, Public Realm Units and TTC have been consulted, and no concerns have been expressed.

Councillor Kristyn Wong-Tam has been advised of the recommendation of this staff report.

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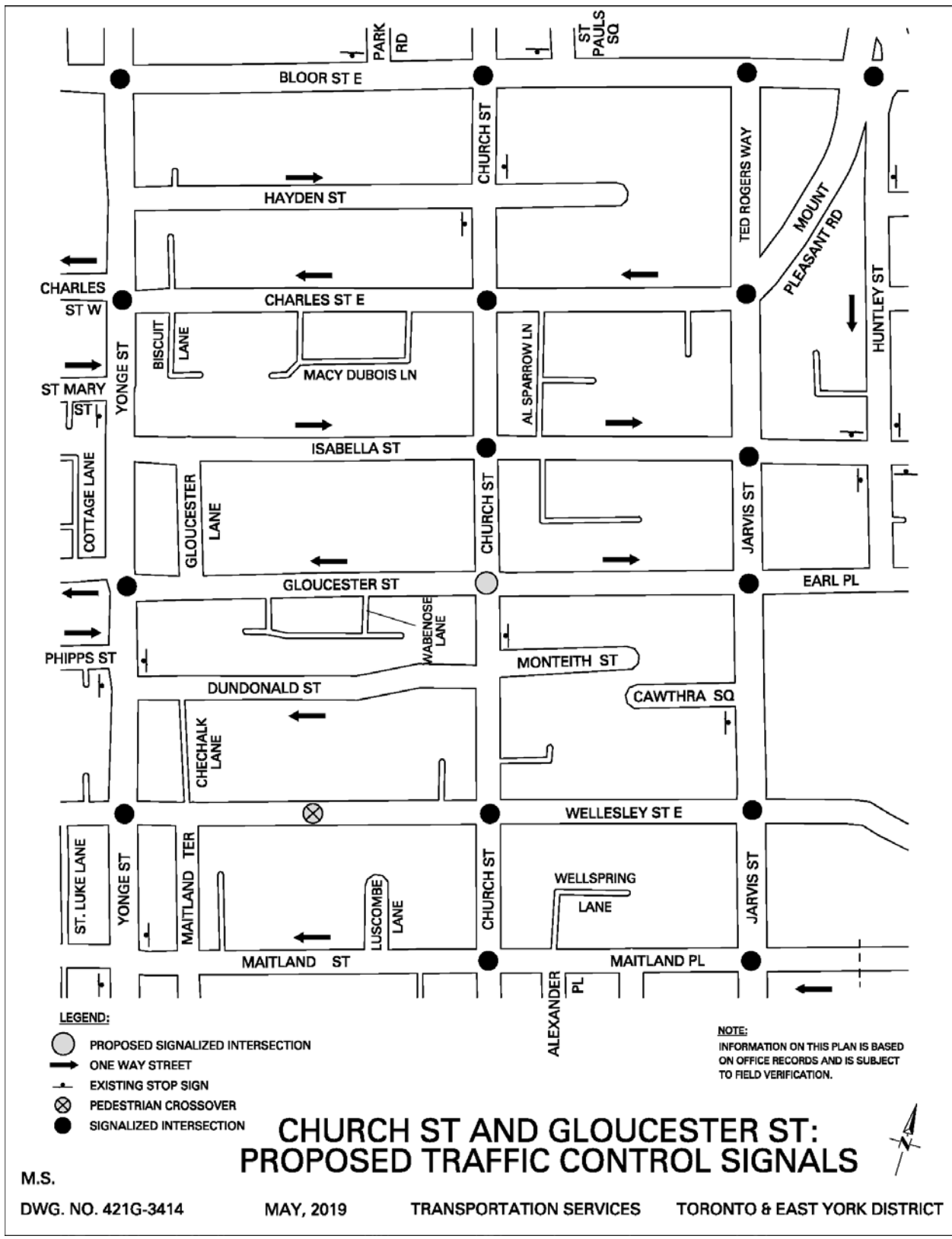
SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3414, dated May 2019
2. Appendix A - Pedestrian Crossover Audit

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**Appendix "A" - Pedestrian Crossover Audit
Church Street and Gloucester Street**

Standard	Comments	Standard Met / Not Met
<i>Speed</i> - Vehicle operating speed less than 60 km/hr	The posted speed limit on Church Street is 40 km/hr	Met
<i>Width</i> - Not more than four lanes wide on two-way street or more than three lanes wide on a one-way street.	Church Street operates with two lanes of traffic in each direction.	Met
<i>Volume</i> - Traffic Volume less than 35,000 vehicles per day	Church Street carries approximately 14,600 vehicles per day in both directions.	Met
<i>Turns</i> - No significant volume of turning movements which	No turning movement counts	Met
<i>Visibility</i> - No visibility problems exist for either pedestrians or motorists	None	Met
<i>Loading</i> - No loading zones (including TTC) in the immediate	None	Met
<i>Driveways</i> - No driveways or entrances nearby	None	Met
<i>Spacing</i> - Not less than 200 metres to another pedestrian crossover or traffic control signal (TCS)	There are traffic control signals on Church Street 115 metres to the north at Isabella Street and 190 metres to the south at Wellesley Street East	Not Met