

Pedestrian Crossing Protection – Cosburn Avenue and Glebemount Avenue

Date: June 4, 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 Cosburn Avenue, City Council approval of this report is required.

Transportation Services is recommending that the installation of traffic control signals or a pedestrian crossover (PXO) at the intersection of Cosburn Avenue and Glebemount Avenue not be authorized as the technical justifications for the installation of traffic control signals or a pedestrian crossover signal are 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 Cosburn Avenue and Glebemount Avenue.
2. City Council not authorize the installation of a pedestrian crossover at the intersection of Cosburn Avenue and Glebemount Avenue.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendations 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 or a pedestrian crossover at the intersection of Cosburn Avenue and Glebemount Avenue to address safety concerns experienced by local residents and pedestrians.

Existing Conditions

Cosburn Avenue is a minor arterial roadway which operates two-way traffic on a pavement width of about 12.2 metres, a posted speed limit of 40 km/h and a daily two-way volume of about 12,000 vehicles. It consists of a single lane in each direction for general traffic, as well as east-west bicycle lanes.

Glebemount Avenue is a local roadway which operates two-way traffic on a pavement width of about 9.1 metres, a posted speed limit of 30 km/h and a daily two-way volume of about 700 vehicles. East/west traffic on Cosburn Avenue is free-flow and north/south traffic on Glebemount Avenue is stop controlled.

TTC service in this section of Cosburn Avenue is provided by the "87 Cosburn" bus and there are east-west stops located on Cosburn Avenue west of Glebemount Avenue. Adjacent traffic control signals are located about 340 metres to the east of Glebemount Avenue, at the intersection of Woodbine Avenue and Cosburn Avenue. The intersection of Cosburn Avenue and Glebemount Avenue is generally surrounded by residential land uses, and East York Alternative Secondary School (No. 670 Cosburn Avenue) is located two blocks west at Binswood Avenue.

Collision Review

Collision statistics provided by Toronto Police Services for the three-year period ending December 31, 2018 disclosed that two collisions were reported at the intersection of Cosburn Avenue and Glebemount Avenue. Both of these collisions were an angle type and could be considered to be potentially preventable by the installation of traffic control signals.

Pedestrian Crossover (PXO)

Staff undertook a study on February 13, 2017 to review the feasibility of installing a PXO at the intersection of Cosburn Avenue and Glebemount Avenue. A PXO would not be appropriate on Cosburn Avenue, as PXO's are no longer installed on arterial roadways. However, traffic control signals may be considered at locations where PXO's are technically justified but their installation would be unsuitable or unsafe due to City of Toronto's established "Environmental Safety Standards".

During the busiest eight-hour period of a typical weekday, 60 pedestrians were recorded crossing Cosburn Avenue. Of these 60 pedestrians crossing, 12 pedestrians were delayed greater than 10 seconds in crossing. The 60 pedestrians crossing at this location were classified as follows:

- 58 youths and adults (97 percent);
- 2 senior citizens (3 percent);
- 0 assisted children (0 percent);
- 0 disabled (0 percent); and
- 0 unassisted children (0 percent).

Based on these pedestrian volumes and eight-hour traffic volume on Cosburn Avenue, the technical justifications for the installation of a PXO are as follows:

- Pedestrian Volume Justification – Not met
- Pedestrian Delay Justification – Not met

To meet the technical requirements for the installation of a PXO, both justifications must be met. Specifically, the justifications require a minimum of 200 pedestrians over eight hours, of which, at least 130 must be delayed more than ten seconds. Based on the above results, the installation of a PXO at this location is not justified at this time.

Traffic Control Signals

Transportation Services staff reviewed the intersection of Cosburn Avenue and Glebemount Avenue for the feasibility of installing traffic control signals on February 9, 2017 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 as follows:

- Justification 1: Minimum Vehicular Volume 23 percent
- Justification 2: Delay to Cross Traffic 26 percent
- Justification 3: Collision Hazard 13 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.

Summary

Transportation Services does not support the installation of a pedestrian crossover or traffic control signals at the intersection of Cosburn Avenue and Glebemount 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

- Three maximum three-hour on-street parking spaces on Glebemount Avenue, north of Cosburn Avenue;
- One maximum three-hour on-street parking space on Glebemount Avenue, south of Cosburn Avenue; and
- Two maximum three-hour on-street parking spaces on Cosburn Avenue, east of Glebemount Avenue.

There would also be an increase in delay for all users, particularly TTC service on Cosburn Avenue.

Councillor Brad Braford has been advised of the recommendations of this staff report.

CONTACT

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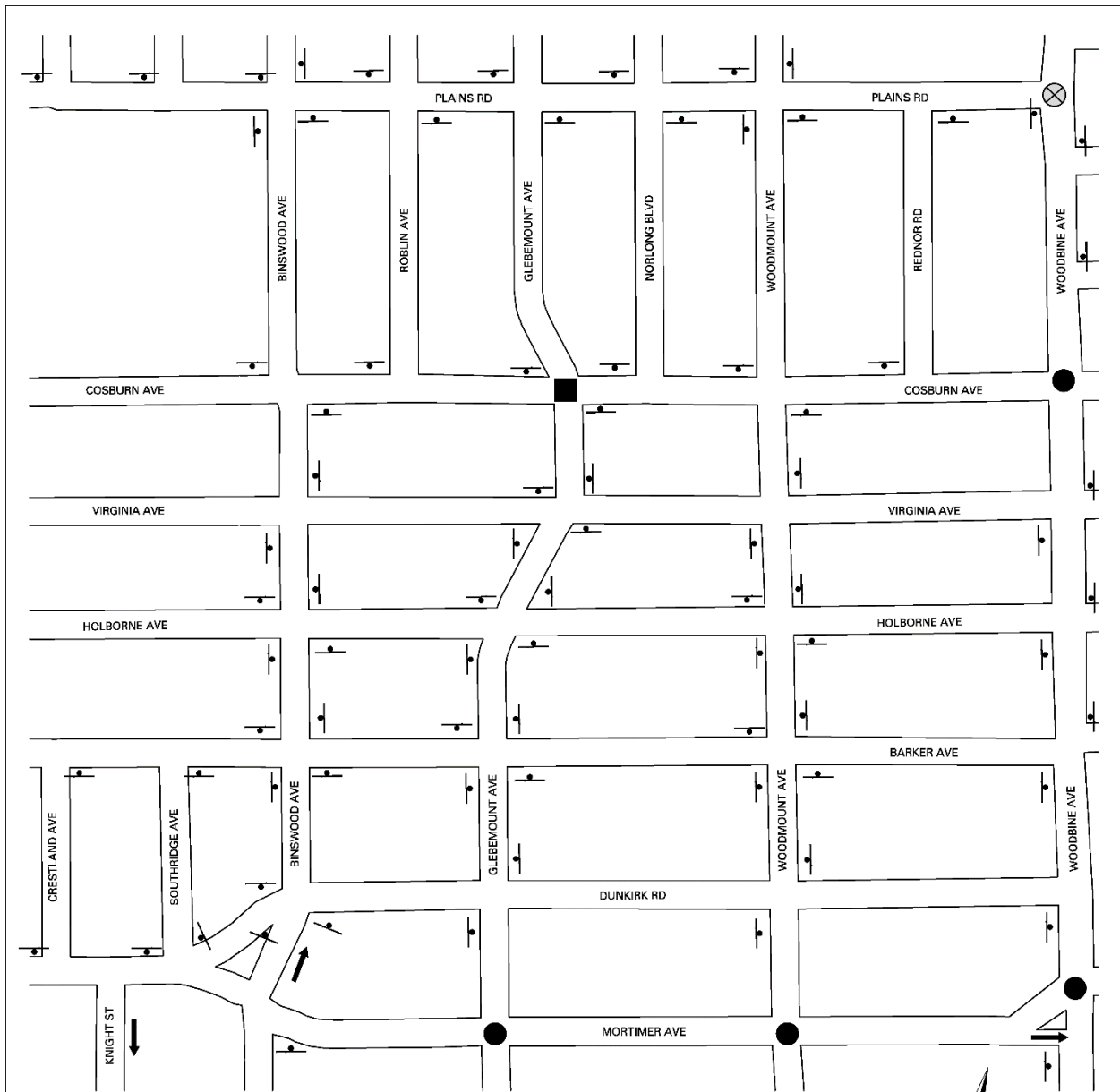
SIGNATURE

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

ATTACHMENTS

1. Drawing No. 421G-3419, dated May 2019

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LEGEND:

- REQUESTED PEDESTRIAN CORSSING PROTECTION
- ONE WAY STREET
- EXISTING STOP SIGN
- PEDESTRIAN CROSSOVER
- SIGNALIZED INTERSECTION

NOTE:

INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.

COSBURN AVE AND GLEBEMOUNT AVE: REQUESTED PEDESTRIAN CROSSING PROTECTION

T.J.A.

DWG. NO. 421G-3419

MAY, 2019

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT