

Proposed Installation of Traffic Control Signals – Eglinton Avenue West, west of Pearen Street

Date: November 7, 2019
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

SUMMARY

As the Toronto Transit Commission (TTC) operates bus service on Eglinton Avenue West, City Council approval of this report is required. The TTC has been advised on this matter.

Transportation Services is recommending installation of a mid-block pedestrian signal on Eglinton Avenue West, west of Pearen Street. This installation is recommended based on the pedestrian activity in the vicinity and the long spacing to adjacent pedestrian crossing protection. A pedestrian signal will enhance safety for pedestrians but may increase delays for east-west motorists.

RECOMMENDATIONS

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

1. City Council authorize the installation of a mid-block pedestrian traffic control signal on Eglinton Avenue West, at a point approximately 105 metres west of Pearen Street.

FINANCIAL IMPACT

The estimated cost for the installation of a mid-block pedestrian signal is \$120,000. This installation will be considered in 2021, subject to the availability of funding and competing priorities.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services staff was requested by the Ward Councillor, on behalf of area residents, to review the need for pedestrian crossing protection on Eglinton Avenue West, west of Pearen Street. This request is to address the long distance between protected pedestrian crossings on Eglinton Avenue West, which is approximately 800 metres, and enhance safety for pedestrians and transit users using the mid-block TTC bus stops. A map of the area is shown on Attachment 1.

Eglinton Avenue West is classified as a "major arterial" road and has two-lanes in each direction with a daily traffic volume of approximately 30,000 vehicles. It has a pavement width of 15 metres with sidewalks located on both sides of the street and has a regulatory speed limit of 50 km/h. The land use in the subject vicinity is residential (single and multi-unit dwellings). The TTC operates bus service on Eglinton Ave West with an eastbound mid-block bus stop located in front of 3561 Eglinton Avenue West and a westbound bus stop located 155 metres west of Pearen Street.

Traffic control signals are located approximately 250 metres to the east of the subject location at Weston Road and Eglinton Avenue West and approximately 550 metres to the west of the subject location at Jane Street and Eglinton Avenue West. There is no other pedestrian crossing protection provided on Eglinton Avenue West between the two existing traffic control signals which is approximately 800 metres apart.

Pedestrian Crossover Warrant Study

Transportation Services staff conducted a pedestrian crossing protection review of pedestrians crossing Eglinton Avenue West from Pearen Street to the westbound TTC bus stop, covering an area of approximately 150 metres in length. Traffic control signals may be considered at locations where pedestrian crossovers (PXOs) are technically justified, but their installation would be unsuitable or unsafe due to provincially established "environmental standards". Pedestrian studies were undertaken during an eight-hour period in April 2019. The results are summarized as follows:

Location	Total Pedestrian Volume	Pedestrians Delayed >10 Seconds	Warrant Compliance		PXO Warrant? (Yes/No)
			Ped Vol	Ped Delay	
Eglinton Ave. W (between Pearen St and WB TTC stop)	41	23	Not Met 21%	Not Met 0%	No

In order for a PXO to be numerically justified, both the "Pedestrian Volume" and "Pedestrian Delays" warrants must be 100% satisfied. Specifically, the warrants require a minimum of 200 pedestrians over eight hours, of which at least 130 must be delayed more than 10 seconds. In this case there were only 41 pedestrians observed crossing during the study period and of those 41 pedestrians, 23 pedestrians experienced crossing delays greater than 10 seconds while waiting to cross Eglinton Avenue West. As outlined in the above table, neither warrant has been satisfied at the subject location.

A review of the design standards, or "environmental standards" for PXOs, which prescribe a roadway environment and exposure factors suitable for this type of control, including the operating speed being less than or equal to 60 km/h, four lanes or less on a two-way street, and the traffic volumes less than or equal to 35,000 vehicles per day. This review revealed that a PXO would not be a suitable form of pedestrian crossing protection at the subject location as the operating speed is 61 km/h.

Collision History

An updated review of the Toronto Police Service collision records for the three year period ending December 31, 2018 are summarized below:

Mid-Block Collisions on Eglinton Ave West, west of Pearen Street.

3 Year Collision	2016	2017	2018
Collision involving Pedestrian or Cyclist Crossing Eglinton Ave W	0	1	0
Other Collisions	2	3	0

As shown in the above table there was one collision involving a pedestrian crossing Eglinton Ave W (fronting 3561) that resulted in a fatality.

The above findings indicate that the numerical warrants for the installation of a mid-block pedestrian signal are not satisfied at this location. However, in view of the long spacing between pedestrian crossing protection on Eglinton Avenue West (800 metres) and the pedestrian generators in the area, Transportation Services is recommending the installation of a mid-block pedestrian signal to enhance safety for pedestrians, which includes vulnerable types. This installation may result in increased delays for traffic on Eglinton Avenue West as east-west traffic will no longer operate free flow.

The TTC has been consulted and advises that when the mid-block pedestrian signal is installed on Eglinton Avenue West, at a point approximately 105 metres west of Pearen Street, the existing TTC stops will be relocated. The westbound stop (north side) would be relocated to the east (nearside) of the signal fronting 3566/3568 Eglinton Avenue West and the eastbound stop (south side) will be relocated 22 metres east (farside) of the signal for optimal location and utilization. The construction of the relocated bus stops should be included in the design as shown on Attachment 1.

Transportation Services staff also consulted with the City's Transit Infrastructure Projects Unit as well as Transportation Planning - Transit Implementation Unit and they have no concerns with the proposed mid-block pedestrian signal on Eglinton Avenue West, at a point approximately 105 metres west of Pearen Street. It was confirmed that the future Eglinton LRT extension will not be impacted by this installation.

CONTACT

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SIGNATURE

Roger Browne, M.A. Sc., P.Eng.
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ATTACHMENTS

Attachment 1 - Area Map Eglinton Avenue West, 105 m west of Pearen Street

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