

## **Traffic Control Signals - Eglinton Avenue East and Street A, Wynford Drive and Street A**

**Date:** June 22, 2020

**To:** North York Community Council

**From:** Acting Director, Traffic Management, Transportation Services

**Wards:** Ward 16 - Don Valley East

### **SUMMARY**

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As the Toronto Transit Commission (TTC) operates bus service on Eglinton Avenue East and Wynford Drive, City Council approval of this report is required.

Transportation Services is requesting approval from City Council to install traffic control signals at the intersections of Eglinton Avenue East and Street A, and Wynford Drive and Street A. Street A is currently an unnamed private north-south street, 175 metres east of Don Mills Road within the Crosstown development, located on the northwest quadrant of the intersection of Eglinton Avenue East and Don Mills Road. The proposed traffic signals are included in the subdivision agreement for the development and Street A will be a public street. Traffic control signals are justified at these intersections based on the anticipated vehicle and pedestrian volumes resulting from the development.

The proposed traffic control signals will provide efficient access to and from within the community for all road users and provide protected crossings for pedestrians. The cost of the signals will be borne by the property owner.

### **RECOMMENDATIONS**

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

1. City Council authorize the installation of traffic control signals at the intersection of Eglinton Avenue East and the unnamed private north-south street, first east of Don Mills Road and running north from Eglinton Avenue East.
2. City Council authorize the installation of traffic control signals at the intersection of Wynford Drive and the unnamed private north-south street first east of Don Mills Road and running north from Eglinton Avenue East.

## FINANCIAL IMPACT

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All costs associated the installation of the new traffic control signals will be borne by the property owner, in accordance with the subdivision agreement for the Crosstown development.

## DECISION HISTORY

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At its meeting of April 16 & 17, 2019, City Council adopted the Don Mills Crossing Secondary Plan, a comprehensive planning framework for the area around the intersection of Don Mills Road and Eglinton Avenue East, that capitalizes on the significant public investment in new transit infrastructure by directing development to appropriate locations, and securing the public realm improvements, amenities and facilities necessary to meet the existing and future needs of residents and workers. The Don Mills Crossing Secondary Plan is currently under appeal. The Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH4.1>

## COMMENTS

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The Don Mills Crossing Secondary Plan includes all quadrants of the intersection of Eglinton Avenue East and Don Mills Road. The Crosstown development (844 Don Mills Road, 1150 and 1155 Eglinton Avenue East, Subdivision File No. 16 236405 NNY 26 SB) is within the north-west quadrant and includes 4,982 units of low, mid and high rise residential and 60,000 square metres of commercial land uses. It is bounded by Eglinton Avenue East to the south, Don Mills Road to the east, and a CP rail line to the north-west.

The Crosstown development street network consists of six new public streets that are currently private and unnamed. One of these streets runs north from Eglinton Avenue East and is temporarily referred to as Street A. Two of the streets run west from Don Mills Road. The northerly of these streets is an extension of Wynford Drive and the southerly street is referred to as Street C. Lastly, there are two interior east/west streets referred to as Streets D and E and one interior north/south street referred to as Street F. A map of the area is Attachment 1.

Street A will be designated a collector street with a posted 40 km/h speed limit and runs north from Eglinton Avenue East, 175 metres west of Don Mills Road, to the extension of Wynford Drive. Street A will extend south of Eglinton Avenue East as part of future development within the Don Mills Crossing Secondary Plan. There will be a cycling facility on both sides of Street A. There will be future reports to North York Community Council and the Infrastructure and Environment Committee to authorize the required traffic regulations for the cycling facility and internal streets. Authorization of the traffic signals is necessary now so they can be activated when the street opens.

Wynford Drive is a minor arterial street with a posted 50 km/h speed limit that currently ends at a T-type signalized intersection on the east side of Don Mills Road. It will be extended west through the development and curve south to have a partial connection to

Eglinton Avenue East, including eastbound to northbound via an underpass, westbound to northbound via a ramp and southbound to westbound via a ramp. There will be a cycling facility on both sides of the extension of Wynford Drive between Don Mills Road and Street A, and a multiuse trail on the north and west side of Wynford Drive, west of Street A to Eglinton Avenue East.

The TTC operates the 34 and 100 bus routes on the existing section of Wynford Drive and is planning to extend bus service onto the new section of Wynford Drive. The TTC currently operates the 34, 334, 354 bus routes on Eglinton Avenue East and eventually the Eglinton Crosstown LRT, which is under construction. There will be bus stops on Eglinton Avenue East at the intersection with Street A.

There are existing traffic control signals on Eglinton Avenue East at Don Mills Road, approximately 175 metres east of the proposed signals at Street A, and Eglinton Avenue East and 750 metres to the west, at Leslie Street. There are signals at the existing intersection of Wynford Drive and Don Mills Road, approximately 175 metres east of the proposed signals at Street A and the extension of Wynford Drive.

As part of the traffic assessment for the Crosstown development, BA Consulting Group Limited completed traffic signal warrant analyses of the intersections of Street A with Eglinton Avenue East and with Wynford Drive. The analyses revealed that traffic control signals are justified at both intersections based on anticipated vehicle and pedestrian traffic resulting from the development. The detailed warrant analyses are as follows.

Table 1: Eglinton Avenue East and Street A - Traffic Control Signal Warrant Compliance

Warrant Compliance			TCS Warrant?
Minimum Vehicular Volume	Delay to Cross Traffic	Collision Hazard	
92 percent	100 percent	Not Applicable	Yes

To satisfy the installation of traffic control signals, one of either the Minimum Vehicular Volume or Delay to Cross Traffic warrants must be 100 percent satisfied, or both must be satisfied to the extent of 80 percent.

The Collision Hazard Warrant is not applicable since the intersection is not yet operational.

Based on the above study results, traffic control signals are technically warranted at the intersection of Eglinton Avenue East and Street A.

Table 1: Wynford Drive and Street A - Traffic Control Signal Warrant Compliance

Warrant Compliance			TCS Warrant?
Minimum Vehicular Volume	Delay to Cross Traffic	Collision Hazard	
92 percent	70 percent	Not Applicable	No

Based on the above study results, traffic control signals are technically not warranted at the intersection of Wynford Drive and Street A.

However, an assessment of anticipated pedestrian crossing activity in the vicinity of the intersection revealed that approximately 800 pedestrians will cross Wynford Drive in the vicinity of Street A. Of these 800 pedestrians, 530 will be delayed by more than 10 seconds.

To support the installation of a pedestrian crossing device, including traffic control signals, the warrants require a minimum of 200 pedestrians over eight hours, based on the anticipated traffic volume on Wynford Drive. Also, based on the anticipated pedestrian crossing volume, at least 75 pedestrians must be delayed more than 10 seconds. Based on the study results, the warrants for the installation of a pedestrian crossing device at this location are satisfied to the following extent:

Table 3: Wynford Drive and Street A - Pedestrian Crossing Device Warrants

Criteria	Compliance
Pedestrian Volume	100 percent
Pedestrian Delay	100 percent

Considering the above, the installation of a pedestrian crossing device is warranted on Wynford Drive at Street A. The traffic assessment concluded that, based on the roadway environment, traffic control signals are the appropriate crossing device at this location.

Transportation Services concurs with the above assessment and therefore recommends the installation of traffic control signals at the intersections of Eglinton Avenue East and Street A as well as Wynford Drive and Street A.

The proposed traffic control signals at Eglinton Avenue East and Street A will provide efficient ingress/egress to the development and provide pedestrian and cycling connectivity to future development blocks within the Don Mills Crossing Secondary Plan. The proposed signals at the Wynford Drive extension and Street A will provide a protected pedestrian crossings and include cycling facilities.

The Ward Councillor is aware of the recommendation of this staff report.

## **CONTACT**

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Bruce Clayton, Manager, Traffic Operations  
Traffic Management, Transportation Services, Area 2  
Tel: 416-394-8409, Fax: 416-394-8942  
Email: [Bruce.Clayton@toronto.ca](mailto:Bruce.Clayton@toronto.ca)  
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## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Map - Eglinton Avenue East and Street A, Street A and Wynford Drive -  
Proposed Traffic Control Signals

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