



**STAFF REPORT
ACTION REQUIRED**

Sheppard Avenue West and Laura Road – Traffic Control Signals

Date:	September 11, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 7 – York West
Reference Number:	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070139-to – AFS5876

SUMMARY

The purpose of this report is to provide the results of a Traffic Control Signal Warrant study at the intersection of Sheppard Avenue West and Laura Road, further to a petition Transportation Services received from area residents.

The installation of traffic control signals or a pedestrian crossover is not recommended at this time as the warrant requirements are not achieved.

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision. Should amendments be made to the recommendations, City Council approval will be required.

RECOMMENDATIONS

Transportation Services recommends that:

1. The installation of traffic control signals at the intersection of Sheppard Avenue West and Laura Road not be approved at this time as the Traffic Control Signal Warrant is not achieved; and
2. The installation of a pedestrian crossover at the intersection of Sheppard Avenue West and Laura Road not be approved at this time as the Pedestrian Crossover Warrant is not achieved.

DECISION HISTORY

As a result of a petition that Transportation Service staff received, forwarded by Councillor Giorgio Mammoliti, Ward 7, York West, an eight-hour turning movement count was conducted at the intersection of Sheppard Avenue West and Laura Road. A map of the area is Attachment No. 1.

COMMENTS

Sheppard Avenue West is a major arterial road while Laura Avenue is a local road that runs parallel to Jane Street. The speed limit on Sheppard Avenue West in the area is 60 km/h, while the speed limit on Laura Road is 50 km/h. The intersection of these roadways is controlled by a 'Stop' sign on Laura Road. An overhead flashing warning beacon exists at this intersection.

On Sheppard Avenue West, an eastbound left turn storage lane/taper exists at the intersection approach and a raised concrete pedestrian refuge median island, measuring approximately 2.0m in width by 10.0m in length is on the east leg only. "Pedestrians Ahead (WC-7)" warning signs are located east and west of the subject intersection facing westbound and eastbound vehicular traffic, respectively. The Toronto Transit Commission (TTC) operates transit service on Sheppard Avenue West. Traffic control signals exist 300.0 metres to the west at Oakdale Road and 580.0 metres to the east at Jane Street.

A review of the traffic history at this location reveals that the intersection has been investigated for traffic control signals on six occasions over the past 20 years. Each investigation produced similar results: traffic control signal warrants were not met. This notwithstanding, former Metro Transportation installed a pedestrian refuge island at this location in the early 90s to address residents' concerns. Subsequently, overhead flashing beacons were installed.

To assess traffic conditions, an eight hour turning movement count was conducted. Our turning movement study results were applied to the traffic control signal warrant analysis. The study results are as follows:

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|----|--------------------------|------------|
| a) | Minimum Vehicular Volume | 40 percent |
| b) | Delay to Cross Traffic | 27 percent |

In order to meet the warrants, 100 percent compliance is required in one of the categories or a minimum of 80 percent both. Given that neither warrant is met, traffic control signals are not recommended.

Although not specifically requested by residents, in addition to the traffic control signal warrant analysis, study results were also applied to the pedestrian crossover warrant producing the following negative results:

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|----|-------------------|------------|
| a) | Pedestrian Volume | 42 percent |
| b) | Pedestrian Delays | na |

In order to meet the warrants, 100 percent compliance is required in both of the categories. Given that the net eight-hour pedestrian volume is less than 200, the Pedestrian Delay Warrant can not be calculated.

A review of the Toronto Police Service collision records reveals four collisions considered preventable by traffic control signals over the past five years, January 1, 2002 to December 31, 2006. Over this same time period, one collision has occurred which involved a pedestrian crossing Sheppard Avenue. Staff also examined the collision history for incidents of motorists striking the existing Pedestrian Refuge Island. Over this same five year period, this island has been struck on five separate occasions.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment No. 1: Map