



STAFF REPORT ACTION REQUIRED

Jarvis Street and Gloucester Street/Earl Place – request for traffic control signals

Date:	August 14, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 27
Reference Number:	Ts07186te.top.doc

SUMMARY

Transportation Services is requesting approval to install traffic control signals on Jarvis Street at Gloucester Street/Earl Place. The installation of traffic control signals at this intersection will provide assistance for pedestrians, motorists and cyclists wishing to cross Jarvis Street.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. the installation of traffic control signals at the intersection of Jarvis Street and Gloucester Street/Earl Place.

Financial Impact

The estimated cost for installing traffic control signals will be approximately \$120,000.00. Funds for the installation of new traffic control signals are subject to availability of funds and competing priorities in the Transportation Services Capital Program under Project No. CTP707-01.

The added annual operating and maintenance costs associated with this installation are \$5,000.00, which includes all communication costs. These funds would come from the Transportation Services operating budget.

ISSUE BACKGROUND

Councillor Kyle Rae, on behalf of the Upper Jarvis Neighbourhood Association, expressed concerns about safety for pedestrians crossing Jarvis Street near Gloucester Street/Earl Place. He requested us to investigate and report to the Toronto and East York Community Council on installing traffic control signals at this intersection to resolve this issue.

COMMENTS

Roadway Characteristics

Jarvis Street, Gloucester Street and Earl Place form a four-leg intersection. Gloucester Street and Earl Place are controlled by “Stop” signs at Jarvis Street. This intersection is located approximately 100 metres south of the signalized intersection of Jarvis Street/Isabella Street and 180 metres north of the signalized intersection of Jarvis Street/Wellesley Street East.

Jarvis Street in the vicinity of Gloucester Street/Earl Place:

- is classified as a major arterial roadway;
- has a five-lane cross-section (centre lane is reversible to increase rush hour capacity);
- has a daily traffic volume of approximately 36,000 vehicles;
- has a speed limit of 50 km/h; and
- accommodates the TTC Bus Express Route 141.

Gloucester Street in the vicinity of Jarvis Street:

- is classified as a collector road and forms the west leg of the intersection with Jarvis Street;
- operates one-way eastbound; and
- has a speed limit of 50 km/h.

Earl Place in the vicinity of Jarvis Street:

- is classified as a local road and forms the east leg of the intersection with Jarvis Street;
- operates two-way (eastbound and westbound);
- dead-ends at Huntley Street (100 metres east of Jarvis Street); and
- has a speed limit of 50 km/h.

Investigation Procedure

Transportation Services conducted site visits at this intersection and made observations on vehicular and pedestrian traffic activity and parking demand. An eight-hour traffic survey was undertaken to determine pedestrian volumes and directional traffic movements. The data obtained was evaluated against the technical warrants for the installation of a pedestrian crossing device.

Analysis

Our survey and field observations revealed that approximately 300 pedestrians currently cross Jarvis Street at Gloucester Street/Earl Place during the busiest eight-hour period of a typical weekday. In addition, we found that all pedestrians observed crossing this section of Jarvis Street experienced significant delays.

We reviewed collision data records from the Toronto Police Service for the past three years to determine if collisions have been occurring that are potentially preventable by traffic control signals. The records indicated that seven collisions had been reported during the 2004 to 2006 period. Three collisions might have been prevented by traffic control signals, two of which involved pedestrians crossing Jarvis Street.

In light of the above, this intersection does generate enough pedestrian activity to warrant some type of pedestrian crossing device. A pedestrian crossover would not be suitable due to the width of Jarvis Street, the centre reversible lane operation, and the high traffic volumes. The installation of traffic control signals at this intersection would improve the environment for pedestrians and would also deter potential pedestrian/vehicular conflicts.

Other considerations

To comply with requirements of the Uniform Traffic By-law, installation of traffic control signals at this intersection will result in the loss of 12 parking spaces near the intersection. The loss would be distributed as follows:

- 6 parking spaces on Jarvis Street, of which 4 spaces are pay-and-display parking;
- 3 parking spaces (overnight permit parking spaces) on Earl Place; and
- 3 parking spaces (overnight permit parking/daytime pay-and-display parking spaces) on Gloucester Street.

Spacing requirements between adjacent traffic control signals must be looked at on individual merit in the central area of the City. The minimum distance recommended between adjacent traffic control signals is 200 metres, which may be reduced in the more urban downtown environment. Traffic control signals are currently located 100 metres north of this intersection at Isabella Street and 180 metres south at Wellesley Street East. Additional measures will be required to ensure coordination is maintained between these intersections, and there is no confusion between signal indications for approaching motorists.

CONTACT

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SIGNATURE

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Director, Transportation Services

ATTACHMENTS

Drawing No. 421F-8704, dated February 2007

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