



**STAFF REPORT  
ACTION REQUIRED**

**Rexdale Boulevard and Tidemore Avenue – Traffic Control Signals**

<b>Date:</b>	March 3, 2008
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 2 – Etobicoke North
<b>Reference Number:</b>	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080028-to-AFS7181

**SUMMARY**

The purpose of this report is to provide the results of a Traffic Control Signal Warrant study at the intersection of Rexdale Boulevard and Tidemore Avenue, further to a request received from Councillor Rob Ford, Ward 2, Etobicoke North.

The installation of traffic control signals 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 Rexdale Boulevard and Tidemore Avenue not be approved at this time as the Traffic Control Signal Warrant is not achieved.

**ISSUE BACKGROUND**

As a result of a request from area businesses, Transportation Services were requested by Councillor Rob Ford to present the results of the most recent Traffic Control Signal Warrant Study to Etobicoke York Community Council. A map of the area is Attachment No. 1.

## COMMENTS

Rexdale Boulevard is a six lane, major arterial road while Tidemore Avenue is a local road in the industrial area between Martin Grove Road and Highway No. 27. Tidemore Avenue is not a through road, it terminates in a cul-de-sac. The speed limit on Rexdale Boulevard in the area is 60 km/h, while the speed limit on Tidemore Avenue is 50 km/h. The intersection of these roadways is controlled by a 'Stop' sign on Tidemore Avenue. A driveway exists on the north side of this intersection opposite Tidemore Avenue.

On Rexdale Boulevard, a westbound 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 west leg only. The Toronto Transit Commission (TTC) operates transit service on Rexdale Boulevard. Traffic control signals exist approximately 360.0 metres to the east at Martin Grove Road and approximately 625.0 metres to the west at Queens Plate Drive.

A review of the traffic history at this location reveals that the intersection has been investigated for traffic control signals on three occasions over the past eight 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 1998. This was as a result of an investigation of a request for additional pedestrian crossing protection, following a pedestrian fatality at this intersection.

To assess traffic conditions, an eight hour turning movement count was conducted on Thursday, November 13, 2007. Our turning movement study results were applied to the Traffic Control Signal Warrant analysis. The study results are as follows:

- |    |                          |            |
|----|--------------------------|------------|
| a) | Minimum Vehicular Volume | 38 percent |
| b) | Delay to Cross Traffic   | 41 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.

Past studies produced similar negative results:

Study Date: Wednesday, December 8, 2004

- |    |                          |            |
|----|--------------------------|------------|
| a) | Minimum Vehicular Volume | 27 percent |
| b) | Delay to Cross Traffic   | 51 percent |

Study Date: May 23, 2001

- |    |                          |            |
|----|--------------------------|------------|
| a) | Minimum Vehicular Volume | 17 percent |
| b) | Delay to Cross Traffic   | 33 percent |

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

- a) Pedestrian Volume 7 percent
- b) Pedestrian Delays n/a

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, (only 14 pedestrian crossings over eight hours), the Pedestrian Delay Warrant can not be calculated.

A review of the Toronto Police Service collision records reveals ten collisions at this intersection over the past five years, January 1, 2002 to December 31, 2006, three of which were considered preventable by traffic control signals. Over this same time period, one collision has occurred which involved a pedestrian; however, this collision occurred with the pedestrian crossing Tidemore Avenue not Rexdale Boulevard. 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 three separate occasions. Although we do not have the complete records for 2007 as of the date of the report, between January 1, 2007 and October 31, 2007, no (0) collisions have been reported at this intersection.

It should be noted that a fatal collision occurred at this intersection on January 8, 2008 at 5:50 a.m. Based on the information provided in the police report, this collision is not considered traffic control signal preventable. The report indicates that the driver was travelling westbound on Rexdale Boulevard when he struck the refuge island. The driver of the vehicle was charged with impaired driving causing death. The passenger in the vehicle was fatally injured in this incident.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

Attachment No. 1: Map