



## STAFF REPORT ACTION REQUIRED

### St. Clair Avenue West and Lansdowne Avenue - No Right Turn on Red Regulation

<b>Date:</b>	July 15, 2010
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services, Etobicoke York District
<b>Wards:</b>	Ward 17 – Davenport
<b>Reference Number:</b>	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100129-tp

#### SUMMARY

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This staff report is about a matter that Community Council does not have delegated authority from City Council to make a final decision.

The purpose of this report is to advise on the need to install a “No Right Turn on Red” regulation at St. Clair Avenue West and Lansdowne Avenue for the northbound approach.

Based on our assessment and criteria developed by Transportation Services, restricting northbound right turns at the subject intersection is justified, and will increase safety for pedestrians thus eliminate conflicts between northbound right-turning vehicles and westbound to eastbound u-turning vehicles.

Toronto Transit Commission staff has been advised of this recommendation and have not expressed any objections at this time.

#### RECOMMENDATIONS

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##### Transportation Services recommends that City Council:

1. Implement a “No Right Turn on Red” regulation at St. Clair Avenue West and Lansdowne Avenue for the northbound approach.

## **Financial Impact**

All costs associated with the installation of the “No Right Turn on Red” regulation are included within the Transportation Services Division’s 2010 Operating Budget estimate.

## **ISSUE BACKGROUND**

In May 2009, City Council adopted the Walking Strategy and directed staff to install and evaluate different measures and design options to improve the City’s pedestrian environment including the introduction of “No Right Turn on Red” regulations at signalized intersections. “No Right Turn on Red” regulations are viewed as a simple, low-cost measure to enhance pedestrian safety and decrease conflicts with right-turning vehicles, with a minimal impact on traffic operations.

Staff had also received a request from Councillor Palacio, on behalf of a constituent, to examine the need for a “No Right Turn on Red” regulation for the northbound approach at the signalized intersection of St. Clair Avenue West and Lansdowne Avenue. The concern was the conflict between northbound right-turning vehicles and westbound to eastbound u-turning vehicles.

## **COMMENTS**

We conducted separate one-hour off-peak studies on Thursday, June 3, 2010 to observe and record evasive manoeuvres, and Tuesday, June 8, 2010, to observe and record specific traffic movements and volumes at the subject signalized intersection. We used the data and analysis from these studies to determine whether a northbound “No Right Turn on Red” regulation is justified at this location.

## **Evasive Manoeuvre Study**

Our one-hour off-peak study on June 3, 2010 showed the following:

- three evasive manoeuvres between a pedestrian(s) crossing on the east side of the subject intersection with a northbound right-turning vehicle (on red)
- two evasive manoeuvres between westbound to eastbound u-turning and northbound right-turning vehicles (on red).

## **Traffic Volume Study**

Our one-hour off-peak right-turn volume study on June 8, 2010, is summarized in the following table:

Date	Direction	Right Turns On Red	Total Right Turns	Proportion Right Turn on Red's
June 8, 2010	NB	16	40	40%

Other observations made during this study showed the following:

- twenty-one (21) motorists made westbound to eastbound u-turns

- seventy-one (71) pedestrians crossed on the east side of the intersection (the ones in conflict with northbound right-turning vehicles)

## Analysis

The following two major criteria, from the list of criteria developed by Transportation Services, have been identified at this intersection and provide enough justification to implement a northbound “No Right Turn on Red” regulation:

Criteria	Observation
1. There are significant pedestrian/cyclist conflicts observed due to right turn on red manoeuvres.	There were 3 conflicts per hour were observed in the off-peak period on a typical weekday
2. There are unusual movements from opposing traffic that would not be anticipated by the right turn on red driver.	A westbound to eastbound u-turn movement is permitted at this location with 2 evasive manoeuvres per hour observed in the off-peak on a typical weekday between these and northbound right-turning vehicles

Not allowing northbound vehicles to turn right during the “red” interval of the signal cycle will eliminate conflicts with pedestrians crossing on the east side of the subject intersection and, westbound to eastbound u-turning vehicles as they turn on their ‘green’ interval.

Considering the relatively low number of motorists turning right on red (40 per hour were observed) in the off-peak on a typical weekday), this regulation will have minimal impact on traffic flow at this intersection during this period. A review of historical volumes for this location shows that the highest northbound right-turning hourly flow of traffic occurs during the afternoon peak period, being 123 vehicles. Based on our analysis, the amount

of “green” time provided at this intersection is more than enough to serve these 123 northbound right-turning vehicles without experiencing significant delays or stops

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENT**

Attachment No. 1: Map