

## **Pedestrian Crossing Protection Study: Jane Street at Troutbrooke Drive**

<b>Date:</b>	June 8, 2010
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Transportation Services Division, North York District
<b>Wards:</b>	<b>Ward 9 – York Centre</b>
<b>Reference Number:</b>	<i>ny10087</i>

### **SUMMARY**

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Since the Toronto Transit Commission (TTC) operates a transit service on Jane Street, City Council approval of this report is required.

The purpose of this report is to deny the request for the installation of traffic control signals or a pedestrian crossover at the intersection of Jane Street and Troutbrooke Drive.

The existing traffic and roadway conditions do not warrant the introduction of a traffic control signal or a pedestrian crossover at the above noted intersection.

### **RECOMMENDATIONS**

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Transportation Services Division, North York District recommends that City Council:

1. Deny the installation of a traffic control signal or a pedestrian crossover at the intersection of Jane Street and Troutbrooke Drive.

### **Financial Impact**

There is no financial impact associated with the adoption of this report.

## ISSUE BACKGROUND

Transportation Services Division, North York District, was requested by the Ward Councillor, on behalf of the area residents to review the feasibility of installing a traffic control signal or a pedestrian crossover at this intersection.

## COMMENTS

Jane Street is a major arterial roadway with a regulatory speed limit of 60 km/h and a daily two way traffic flow of approximately 17,500 vehicles per day. Traffic control signals are located approximately 280 metres to the south at Exbury Road and 315 metres to the north at Giltspur Drive. Troutbrooke Drive is a two lane local roadway with a regulatory speed limit of 50 km/h.

The intersection of Jane Street and Troutbrooke Drive essentially is a four legged intersection with the east leg being Troutbrooke Drive, and the west leg providing access to Oakdale Golf & Country Club at 2388 Jane Street. The eastbound and westbound traffic are controlled by stop signs and north/south traffic on Jane Street is free flow.

Toronto Transit Commission bus stops for both northbound and southbound directions along Jane Street are located north of the intersection. The northbound transit stop has a bus bay and a pedestrian refuge island is also located 36 metres north of the intersection.

To determine the feasibility of installing a traffic control signal or a pedestrian crossover, this division conducted the appropriate studies to identify the existing traffic conditions and to identify any difficulties pedestrians may be experiencing when crossing Jane Street at Troutbrooke Drive.

### Traffic Control Signal Review

An eight hour turning movement count was conducted on January 20, 2010 at the intersection of Jane Street and Troutbrooke Drive. The technical warrants for the installation of a traffic control signal are satisfied to the following extent:

Warrant 1:	Minimum Vehicular Volume	39%
Warrant 2:	Delay to Cross Traffic	17%
Warrant 3:	Collision Hazard	0%

To satisfy the installation of a traffic control signal, 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. Accordingly, the installation of a traffic control signal is not warranted. It should be noted that in order for the collision hazard component of the warrant to be met, a minimum of 15 preventable collisions must occur over a three year period.

### **Collision History**

A review of Toronto Police Services collision records for the five-year period ending January 31, 2010 revealed the following history in this area of Jane Street:

Five-Year Collision Information	Number of Reported Collision					
	2005	2006	2007	2008	2009	Total
Total Collision	2	1	2	2	1	8
Collisions Potentially Preventable by the Installation of Traffic Control Signals	0	0	1	1	0	2
Collisions Involving Pedestrians	1	0	0	0	0	1

### **Pedestrian Crossover Review**

An eight hour pedestrian delay study was undertaken on March 24, 2010. The technical warrants for the installation of a pedestrian crossover are satisfied to the following extent:

Warrant 1:	Pedestrian Volume	52%
Warrant 2:	Pedestrian Delay	0%

In order to meet the technical requirements for the installation of a pedestrian crossover, both warrants must be satisfied 100 percent. The study revealed that during an eight hour study, a total of 115 pedestrians crossed Jane Street in the vicinity of Troutbrooke Drive. A minimum of 200 pedestrians are required in order to warrant a pedestrian crossover. Given the study results, the installation of a pedestrian crossover is not warranted.

Furthermore, it should also be noted that this intersection has been reviewed on several occasions, dating back to 2006. In all instances the warrant for the installation of a pedestrian crossover was not met.

In summary, the studies indicate that the installation of a traffic control signal or a pedestrian crossover are not warranted at the intersection of Jane Street and Troutbrooke Drive.

## **CONTACT**

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## **SIGNATURE**

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Myles Currie, B.A.  
Director

## **ATTACHMENTS**

Attachment 1:           Map – Pedestrian Crossing Protection Study: Jane St at Troutbrooke Dr (*ny10087\_map*)