

Road Realignment – Cleadon Road

Date:	October 31, 2013
To:	Scarborough Community Council
From:	Director, Transportation Services, Scarborough District
Wards:	Ward 41 – Scarborough Rouge River
Reference Number:	P:\2013\Cluster B\TRA\Scarborough\sc1373.docx D13-5463393 Cleadon Road Realignment

SUMMARY

This report responds to a request to review the feasibility of realigning Cleadon Road to intersect McNicoll Avenue at Bramblebrook Avenue.

Traffic studies reveal that there is no technical need to realign Cleadon Road through the Hydro One corridor to intersect with McNicoll Avenue at Bramblebrook Avenue at this time.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council not approve the initiation of a Municipal Class Environmental Assessment for the realignment of Cleadon Road to intersect McNicoll Avenue at Bramblebrook Avenue.

Financial Impact

There is no financial impact associated with this report; however, should City Council approve the initiation of a Municipal Class Environmental Assessment, the estimated cost would be approximately \$100,000.00. Funding would not be available in the Transportation Services operating or capital budgets for this proposed Environmental Assessment at this time.

It should be noted that the estimated cost of the realignment itself could be at least \$2.5 million, mostly due to the need to relocate several Hydro One high-tension electricity towers that are in the path of such a realignment, acquire property from Hydro One for

this purpose, and mitigate impacts on other major utilities that run along the Hydro One corridor.

ISSUE BACKGROUND

Further to a request from Councillor Chin Lee, Transportation Services staff reviewed the feasibility of realigning Cleadon Road to intersect McNicoll Avenue at Bramblebrook Avenue. Concerns were expressed about queuing from the Traffic Control Signals (TCS) at Bramblebrook Avenue potentially blocking the unsignalised intersection of Cleadon Road. The TCS was a conversion of a former Pedestrian Crossover (PXO) at Bramblebrook Avenue in 2010 as part of a larger City Wide PXO review, and at that time it was determined that the PXO was no longer technically suitable.

COMMENTS

The following characteristics describe this section of Cleadon Road:

- Both Cleadon Road and Bramblebrook Avenue are two-lane collector roads, the former with an unposted 50 km/h speed limit and the latter with a posted 40 km/h speed limit.
- Cleadon Road runs from McNicoll Avenue south to Alexmuir Boulevard and has a traffic volume of about 2,500 vehicles per day. Bramblebrook Avenue runs from McNicoll Avenue north to Port Royal Trail and has a traffic volume of about 3,600 vehicles per day.
- McNicoll Avenue is a four-lane minor arterial road with an unposted 50 km/h speed limit and a traffic volume of about 12,000 vehicles per day.
- Traffic Control Signals are located at McNicoll Avenue and Bramblebrook Avenue approximately 55 metres west of Cleadon Road.
- The intersection of McNicoll Avenue and Cleadon Road is controlled by a northbound stop sign.
- Sidewalks are located on both sides of Cleadon Road, Bramblebrook Avenue, and McNicoll Avenue.
- Toronto Transit Commission bus stops for both the eastbound and westbound directions are located on McNicoll Avenue between Cleadon Road and Bramblebrook Avenue.

Road Realignment Justification

Due to congestion concerns raised by Councillor Lee along McNicoll Avenue about westbound traffic queues along McNicoll Avenue from Bramblebrook Avenue blocking Cleadon Road, staff conducted traffic studies. It was found that while sporadic queuing past Cleadon Road can occur when the Traffic Control Signals at Bramblebrook Avenue are activated, that is normal and to be expected within close proximity to such a device. In addition, realignment might contribute to traffic infiltration along both Bramblebrook

Avenue and Cleadon Road due to the convenient crossing it would provide across McNicoll Avenue for through traffic.

It should be noted that the feasibility of installing Traffic Control Signals at McNicoll Avenue and Cleadon Road was studied in 2009 and found not to be justified at the time (Volume Justification at 22%, Delay Justification at 52%, and Collision Hazard Justification at 7%). The Traffic Control Signal spacing between this location and Bramblebrook Avenue would be an issue due to the close spacing of approximately 55 metres; it could greatly increase the risk of rear-end collisions since this is within the typically motorist stopping sight distance of about 100 metres required along McNicoll Avenue.

Collision History

Three-year review period for which we have complete data: January 1, 2010 to December 31, 2012

Three-Year Collision Information	Number of Reported Collisions			
	2010	2011	2012	Total
Collisions at Cleadon Road	1	0	2	3

This collision history is not indicative of a safety problem at this time at this intersection.

In summary, realignment of Cleadon Road to meet McNicoll Avenue at Bramblebrook Avenue is not technically justified at this time. The expenditure of resources on a Municipal Class Environmental Assessment is not recommended since the road realignment project is not technically justified.

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SIGNATURE

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ATTACHMENTS

1. Location Plan (Road Realignment – Cleadon Road)