



STAFF REPORT ACTION REQUIRED

Traffic Control Signal: Jane Street and Hullmar Drive

Date:	December 2, 2014
To:	North York Community Council
From:	Director, Transportation Services, North York District
Wards:	Ward 8 – York West
Reference Number:	<i>p:/2015/ClusterB/TRA/NorthYork/ny15002</i>

SUMMARY

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

Transportation Services is requesting approval to install traffic control signals at the intersection of Jane Street and Hullmar Drive.

The installation of a traffic control signal will satisfy the request from the Toronto Centre for Active Transportation (TCAT) on behalf of the Black Creek Community Farm/Everdale Farm to provide a protected pedestrian crossing for the users of the farm.

The signalization of the intersection will not only provide pedestrian crossing protection but will also control right of way movements from the new private driveway that will be constructed on the east side of Jane Street opposite Hullmar Drive. The proposed traffic control signal will provide a safe environment for both the existing and future vehicle and pedestrian traffic which will be generated by development in the area.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve the installation of traffic control signals at the intersection of Jane Street and Hullmar Drive.

Financial Impact

All costs associated with the installation of traffic control signals are included within the Transportation Services Division's 2015 Capital Budget estimates.

ISSUE BACKGROUND

Toronto City Council at its meeting of June 10, 2014, approved a report from the Board of Health, HL31.2, directing Transportation Services to conduct a site assessment of the Black Creek Community Farm/Everdale Farm across from Hullmar Drive on the east side of Jane Street and report to the Public Works and Infrastructure Committee on:

- Traffic interventions to improve road safety and access for road users travelling to the Black Creek Community Farm as cyclists and pedestrians; and
- The installation of traffic signal at Hullmar Drive and Jane Street, for residents accessing the farm from the neighbourhood and from the Toronto Transit Commission (TTC) stop on the west side of Jane Street.

In reviewing the actions required, Transportation Services has determined that as this matter is not a boundary road issue and should be considered by North York Community Council and ultimately City Council for final decision.

COMMENTS

Jane Street is classified as a four lane arterial roadway with a pavement width of approximately 15.5 metres and a posted speed limit of 60 km/h. The intersection of Jane Street and Hullmar Drive currently forms a T-type intersection, with Hullmar Drive located on the west side of Jane Street. This intersection is located approximately 230 metres to the south of Steeles Avenue West and 483 metres to the north of Shoreham Drive which are controlled by traffic control signals. Located between Shoreham Drive and Hullmar Drive is a mid-block pedestrian traffic control signal, which is approximately 246 metres to the south of Hulmar Drive. Municipal sidewalks are located on both sides of Jane Street and are set back from the roadway by more than 7.0 metres.

As part of the Black Creek Community Farm/Everdale Farm project, it is being proposed that the existing driveway will be reconfigured to align with the intersection of Jane Street and Hullmar Drive. The construction and alignment of this driveway has not been finalized at this point in time.

An eight-hour turning movement count was conducted at the intersection of Jane Street and Hullmar Drive. The technical requirements for the installation of traffic control signals were satisfied to the following extent:

Warrant		Compliance
Warrant 1	Minimum Vehicular Volume	81%
Warrant 2	Delay to Cross Traffic	80%
Warrant 3	Collision Hazard	33%

To justify the installation of traffic control signals, one of either the Minimum Vehicular Volume or Delay to Cross Traffic warrants must be 100 per cent satisfied, or both must be satisfied to the extent of 80 per cent. The Collision Hazard warrant is based on the number of collisions susceptible to correction by the installation of traffic control signals, and must be 100 per cent satisfied.

The most recent three-year collision history for the Jane Street and Hullmar Drive intersection, there have been five collisions of a type susceptible to correction by the installation of traffic control signals.

Therefore, in view of the above study results, the installation of traffic control signals based on meeting the criteria for the first two warrants.

Based on the results, the signalization of the intersection of Jane Street and Hullmar Drive has been identified as necessary in order to accommodate the high volume of vehicular traffic and pedestrian crossings at Jane Street and Hullmar Drive. The proposed traffic control signal will provide pedestrians with a protected crossing area and will also provide an increased level of control for vehicular traffic at this intersection.

Transportation Services Cycling Infrastructure Unit has indicated Jane Street, between Finch Avenue West and Steeles Avenue West is not part of any of the Cycling Network Plans - Bikeway Trails Implementation Plan - 2012 or Bike Plan 2001. However, this potential cycling connection can be evaluated within the scope of the new Cycling Network Plan being developed for 2015.

The Ward Councillor has been advised of the proposal to install traffic control signals at the intersection of Jane Street and Hullmar Drive.

CONTACT

Jack Sinopoli
Supervisor, Traffic Operations
Transportation Services Division, North York District
Tel: 416-395-7467 Fax: 416-395-7544
Email: jsinopol@toronto.ca

SIGNATURE

Jacqueline White, P.Eng.
Director

ATTACHMENTS

Attachment 1: Map – Traffic Control Signal: Jane St and Hullmar Ave