



STAFF REPORT ACTION REQUIRED

Scarlett Road and Clairton Crescent – Traffic Control Signal Studies; and, Scarlett Road between East Drive and Edinborough Court – Speed Studies

Date:	December 11, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090012-to

SUMMARY

The purpose of this report is to provide the results of a Traffic Control Signal Warrant study for the intersection of Scarlett Road and Clairton Crescent; and, to provide the results of a 40 km/h Speed Limit Warrant study for Scarlett Road between East Drive and Edinborough Court.

Since the Toronto Transit Commission (TTC) operates a transit service on Scarlett Road, City Council approval of this report will be required should amendments be made to the recommendation.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council Not approve:

1. The installation of traffic control signals at the intersection of Scarlett Road and Clairton Crescent (both north and south intersections) at this time, as the Traffic Control Signal Warrant is not achieved.
2. The implementation of a 40 km/h speed limit on Scarlett Road between East Drive and Edinborough Court, as the requirements of the 40 km/h Speed Limit Warrant is not achieved.

Financial Impact

There is no financial impact as a result of the approval of this report.

ISSUE BACKGROUND

Transportation Services Division staff received a request from Councillor Frances Nunziata, on behalf of area residents of the east side of the Scarlett Road area, to examine the need and feasibility to install traffic control signals at one of the intersecting locations of Clairton Crescent and Scarlett Road; and, to examine the need to reduce the speed limit on the subject section of Scarlett Road from the posted 50 km/h to a 40 km/h speed limit. The traffic control signals are being requested to facilitate the safer entry and exit of Scarlett Road from Clairton Crescent.

COMMENTS

Scarlett Road is a four lane minor arterial roadway, with a pavement width of 14.1 m, in the residential community between Dundas Street West and Eglinton Avenue West, just east of the Humber River. The road is flanked on the east side by low density single family residential developments; the west side of the road is for the most part, flanked by the Lambton Golf and Country Club, with no public or private access of any kind, other than the entrance to the club at the south limit of the property. The posted speed limit on the road is currently 50 km/h.

Scarlett Road along the subject section is relatively straight in its horizontal alignment, except for some bends at East Drive and bends at both the north and south leg of Clairton Crescent.

Clairton Crescent is a crescent shaped road on the east side of Scarlett Road, intersecting Scarlett Road at two locations, a north leg and a south leg. The south intersection of Clairton Crescent has a flashing amber beacon on Scarlett Road with both intersections controlled by stop signs at their east approach to Scarlett Road. There are approximately 80 residences on Clairton Crescent. A Map of the area is Attachment No. 1.

Transportation Services staff conducted the necessary studies to determine whether traffic control signals would be beneficial and warranted at either intersection of Clairton Crescent and Scarlett Road. Both locations clearly revealed that the technical warrants for the installation of traffic control signals are not met, and were only satisfied to the following extent:

a)	Minimum Vehicular Volume	6 percent
b)	Delay to Cross Traffic	13 percent
c)	Collision Hazard	0 percent

A review of Toronto Police Services collision records for the three-year period ending December 31, 2007, revealed that although a total of six collisions had occurred at these two interactions, none were assessed to be potentially preventable by the installation of traffic control signal.

In order for traffic control signals to be justified at the intersection, established warrant criteria must be fulfilled. To meet the technical warrants for the installation of traffic control signals, one of the warrant criteria “Minimum Vehicular Volume”, “Delay to Cross Traffic” or “Collision Hazard” must be 100 percent satisfied or any two of the three must be at least 80 percent satisfied. According to the study results, the technical warrants for the installation of traffic control signals at the intersection of Scarlett Road and Clairton Crescent are not satisfied, and therefore not recommended.

Further studies were conducted to determine the need to reduce the posted speed limit of the subject section of road, from the existing 50 km/h posted speed, to 40 km/h. Under the current Council policy, 40 km/h speed limits may be implemented on streets where the Road Width and either pedestrian or Road and Traffic Environment criteria are met. Recently conducted speed studies have revealed that the 85th percentile speed on this section of Scarlett Road is 63 km/h. The complete results of the study analysis are summarized in Appendix “A” attached.

Given the fact that the requirements of the 40 km/h Speed Limit Warrant is not met, a 40 km/h speed limit cannot be recommended at this time.

For the information of Community Council, the City’s Bike Plan envisions dedicated bicycle lanes on Scarlett Road between Eglinton Avenue West and St. Clair Avenue West. Transportation Services staff will be undertaking detailed design work on the bike lanes in 2009 and consideration will be given at that time, to further review the street operation and traffic regulations.

CONTACT

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SIGNATURE

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ATTACHMENTS:

Attachment No. 1: Map
Attachment No. 2: Appendix “A”