



STAFF REPORT ACTION REQUIRED

Rexdale Boulevard and Tidemore Avenue – Traffic Control Signals

Date:	April 23, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090073-to

SUMMARY

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to provide the results of a Traffic Control Signal Warrant study at the intersection of Rexdale Boulevard and Tidemore Avenue, further to a meeting that staff attended with Councillor Rob Ford, Ward 2, Etobicoke North and representatives of area businesses. As the warrant requirements are not achieved, the installation of traffic control signals is not recommended at this time.

Should amendments be made to the recommendations contained within this report, City Council approval will be required. TTC staff has been advised of this issue.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council not approve:

1. The installation of traffic control signals at the intersection of Rexdale Boulevard and Tidemore Avenue at this time as the Traffic Control Signal Warrant is not achieved.

ISSUE BACKGROUND

As a result of a request from area businesses, Transportation Services were requested by Councillor Rob Ford to study the intersection of Rexdale Boulevard and Tidemore Avenue and present the results of the Traffic Control Signal Warrant to Etobicoke York Community Council. A map of the area is Attachment 1.

COMMENTS

Rexdale Boulevard is a four lane, major arterial road with a left turn lane and a bus bay at the intersection, while Tidmore Avenue is a local road in the industrial area between Martin Grove Road and Highway No. 27. Tidmore Avenue is not a through road, and it terminates in a cul-de-sac. The speed limit on Rexdale Boulevard in the area is 60 km/h, while the speed limit on Tidmore Avenue is 50 km/h. The intersection of these roadways is controlled by a 'Stop' sign on Tidmore Avenue. A driveway exists on the north side of this intersection opposite Tidmore Avenue.

On Rexdale Boulevard, a westbound left turn storage lane/taper exists at the intersection approach and a raised concrete pedestrian refuge median island, measuring approximately 2.0m in width by 10.0m in length is on the west leg only. The Toronto Transit Commission (TTC) operates transit service on Rexdale Boulevard. Traffic control signals exist approximately 360.0 metres to the east at Martin Grove Road and approximately 625.0 metres to the west at Queens Plate Drive.

A review of the traffic history at this location reveals that the intersection has been investigated for traffic control signals on four occasions over the past nine years. Each investigation produced similar results: Traffic control signal warrants were not met. This notwithstanding, former Metro Transportation installed a pedestrian refuge island at this location in 1998. This was as a result of an investigation of a request for additional pedestrian crossing protection, following a pedestrian fatality at this intersection.

To assess traffic conditions, a twelve hour turning movement count was conducted on Tuesday, April 21, 2009. The highest eight hours were extracted from this count and were applied to the Traffic Control Signal Warrant analysis. The study results are as follows:

- | | | |
|----|--------------------------|------------|
| a) | Minimum Vehicular Volume | 46 percent |
| b) | Delay to Cross Traffic | 48 percent |

In order to meet the warrants, 100 percent compliance is required in one of the categories or a minimum of 80 percent both. Given that neither warrant is met, traffic control signals are not recommended. It should be noted that the motorists who short cut through the plazas on the southwest and southeast corners to access Rexdale Boulevard were also included in the above warrant. Also, approximately 22% of the vehicles exiting from Tidmore Avenue are classified as heavy trucks or a total of 174 in 12 hours.

Past studies produced similar negative results:

Study Date: Thursday, November 13, 2007.

- a) Minimum Vehicular Volume 38 percent
- b) Delay to Cross Traffic 41 percent

Study Date: Wednesday, December 8, 2004

- a) Minimum Vehicular Volume 27 percent
- b) Delay to Cross Traffic 51 percent

Study Date: May 23, 2001

- a) Minimum Vehicular Volume 17 percent
- b) Delay to Cross Traffic 33 percent

Although not specifically requested, in addition to the traffic control signal warrant analysis, study results were also applied to the pedestrian crossover warrant producing the following negative results:

- a) Pedestrian Volume 7 percent
- b) Pedestrian Delays na

In order to meet the warrants, 100 percent compliance is required in both of the categories. Given that the net eight-hour pedestrian volume is less than 200, the Pedestrian Delay Warrant can not be calculated.

A review of the Toronto Police Service collision records reveals that seven collisions occurred at this intersection over the past five years, January 1, 2004 to December 31, 2008, one of which was considered preventable by traffic control signals. Over this same time period, one collision has occurred which involved a pedestrian; however, this collision occurred with the pedestrian crossing Tidmore Avenue not Rexdale Boulevard.

Staff also examined the collision history for incidents of motorists striking the existing Pedestrian Refuge Island. Over this same five year period, this island has been struck on one occasion. It should be noted that this was a fatal collision that occurred at this intersection on January 8, 2008 at 5:50 a.m. This collision is not considered traffic control signal preventable. Based on the information from the police report and on the media releases, the driver was travelling westbound when he struck the refuge island. The driver of the vehicle was charged with impaired driving causing death. The passenger in the vehicle was fatally injured in this incident.

Despite numerous studies at this intersection, the traffic volume exiting from Tidmore Boulevard continues to be too low to achieve the warrant requirements.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map