



## STAFF REPORT ACTION REQUIRED

### Traffic Control Signal Study – St. Clair Avenue East and Jeanette Street

<b>Date:</b>	October 20, 2008
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Transportation Services, Scarborough District
<b>Wards:</b>	Ward 36– Scarborough Southwest
<b>Reference Number:</b>	P:\2008\Cluster B\TRA\Scarborough\sc08090 D08-2864638 St Clair Avenue Jeanette tcs

#### SUMMARY

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This staff report is about a matter for which the Community Council does not have delegated authority from City Council to make a final decision.

The purpose of this report is to review the feasibility of the installation of traffic control signals at St. Clair Avenue East and Jeanette Street.

Traffic studies reveal that Traffic Control Signals are not warranted at this location.

#### RECOMMENDATIONS

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**Transportation Services, Scarborough District, recommends that Scarborough Community Council recommend that City Council:**

1. Not approve the installation of traffic control signals at the intersection of St. Clair Avenue East and Jeanette Street.
2. Not pass or amend the appropriate by-law(s) accordingly.

## **Financial Impact**

There is no financial impact associated with this report; however, the financial cost of installing these new traffic control signals would be approximately \$190,000.00 should the installation be approved. The funding for these signals is not available in Transportation Services Division's Capital Works Budget under Project No. CTP708-01 at this time.

## **ISSUE BACKGROUND**

Further to a request from Councillor Brian Ashton, Transportation Services staff reviewed the feasibility of installing traffic control signals at St. Clair Avenue East and Jeanette Street. A pedestrian fatality occurred at this location on Thursday, May 1, 2008 at 7:38 a.m. The female pedestrian crossing St. Clair Avenue East and walking towards the northeast corner was struck by a dump truck travelling southbound on Jeanette Street making a left turn onto St. Clair Avenue East.

The provision of Traffic Control Signals at this location was not required as a mitigating improvement for the subdivision approval of the new subdivision that is currently under construction to the north of the existing section of Jeanette Street.

## **COMMENTS**

The following characteristics describe the intersection of St. Clair Avenue East and Jeanette Street:

- This T-type intersection is presently controlled by stop signs on Jeanette Street.
- St. Clair Avenue East is a five-lane major arterial roadway.
- St. Clair Avenue East has a posted speed limit of 60 kilometres per hour (km/h) and a daily traffic volume of approximately 22,000 vehicles per day (vpd).
- Jeanette Street is a two-lane local roadway with a unposted speed limit of 50 km/h that forms a "T" type intersection on the north side of St. Clair Avenue East.
- Toronto Transit Commission bus stops for both the eastbound and westbound directions are located along St. Clair Avenue East. They are situated in close proximity to this intersection. The westbound stop is located on the northeast corner of St. Clair Avenue East and Jeanette Street, while the eastbound stop is located on the southwest corner of St. Clair Avenue East and Gidley Road, a "T" type intersection on the south side of St. Clair Avenue East.
- The centreline to centreline offsets of the two "T" type intersections is approximately 37.5 metres, which is sufficient separation distance to prevent the occurrence of interlocking left-turn movements.
- Traffic control signals are located approximately 352 metres west at Midland Avenue, and 470 metres east at Brimley Road.
- Sidewalks are located on both sides of St. Clair Avenue East, however there are currently no sidewalks on the existing road segment of Jeanette Street.
- Jeanette Street will form the major through street in the new subdivision once it is completed.

### Traffic Control Signal Warrant Study

Transportation Services staff conducted a Traffic Control Signal Warrant Study at the intersection of St. Clair Avenue East and Jeanette Street. Using traffic volumes recorded over the peak eight hours of a typical weekday, the following results were obtained:

Traffic Control Signal Warrant	Compliance Level
	Tuesday, September 23, 2008
Minimum Vehicular Volume	5%
Delay To Cross Traffic	9%
Collision Hazard	7% *

\*Pedestrian collision in 2008 included in our traffic signal control warrant analysis.

For traffic control signals to be numerically justified, one of the “Minimum Vehicular Volume” or “Delay to Cross Traffic” warrants must be 100% satisfied or any two of the three warrants must be at least 80% satisfied.

In addition to the above, a Pedestrian Crossover Warrant Study was also conducted.

Pedestrian Crossover Warrant	Compliance Level
	Tuesday, September 23, 2008
Pedestrian Volume	19%
Pedestrian Delays	28%

As outlined in the above table, none of the categories are met. The installation of traffic control signals or a pedestrian crossover cannot be justified at the subject intersection based on the foregoing information.

### Collision History

A review of the Toronto Police Service collision records for the five-year period ending December 31, 2007 is summarised below.

Five-Year Collision Information	Number of Reported Collisions					
	2003	2004	2005	2006	2007	Total
Total Collisions	0	0	0	0	0	0
Collisions Potentially Preventable by the Installation of Traffic Control Signals	0	0	0	0	0	0
Collisions Involving Pedestrians Crossing St. Clair Avenue East	0	0	0	0	0	0

A pedestrian collision occurred on Thursday, May 1, 2008 at 7:38 a.m. The unfortunate collision resulted in a fatality. The female pedestrian was walking towards the northeast corner of this intersection and was struck by a southbound left-turning dump truck. No charges have been laid at this time.

This collision record is not indicative of a safety problem at this site.

In summary, traffic control signals are not justified based on the technical warrants at the subject intersection.

It should be noted that notwithstanding the current non-compliance with numerical warrants, and if traffic control signals were approved, this would be a suitable location in terms of traffic control signal spacing, providing pedestrian access to the TTC stops.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

1. Location Plan (Traffic Control Signal Study – St. Clair Avenue East at Jeanette Street)