TORONTO

STAFF REPORT
ACTION REQUIRED

Rexdale Boulevard and Tidemore Avenue – Traffic Control Signals

Date:	March 15, 2013
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2013\Cluster B\TRA\EtobicokeYork\eycc130056-to

SUMMARY

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 the Ward 2 Councillor, staff from Economic Development and Culture, and representatives of area businesses. As the warrant requirements are not achieved, the installation of traffic control signals is not recommended at this time.

Since the Toronto Transit Commission (TTC) provides service on Rexdale Boulevard, City Council approval of this report is required.

RECOMMENDATIONS

Transportation Services recommends that City Council:

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

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 $165,000.00 should the installation be approved.

ISSUE BACKGROUND

As a result of a request from area businesses, Transportation Services studied the intersection of Rexdale Boulevard and Tidemore Avenue for traffic control signals. Subsequently, a meeting was held with the area businesses and the area Councillor, in which we were requested to 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 Tidemore Avenue is a local road in the industrial area between Martin Grove Road and Highway No. 27. Tidemore 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 Tidemore Avenue is 50 km/h. The intersection of these roadways is controlled by a 'Stop' sign on Tidemore Avenue. A driveway exists on the north side of this intersection opposite Tidemore 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 five occasions since 2001. Each investigation produced similar results: Traffic control signal warrants were not met. This not withstanding, 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, an eleven hour turning movement count was conducted on Wednesday, December 5, 2012. 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	34 percent
b)	Delay to Cross Traffic	41 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.

During previous studies motorists who short cut through the private properties located on the southeast and southwest corners were included travelling though the intersection. This was still the case with the property located on the southeast corner. However, the day of the study the driveway access from the property located on the southwest corner to Tidemore Avenue was chained off, so motorists were unable to short cut through this property.

Past studies produced similar negative results:

Study Date: Tuesday, April 21, 2009.

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

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 included in the analysis for traffic control signals, during the eleven hours studied, we recorded a total of 19 pedestrians crossing Rexdale Boulevard. In addition, we recorded a total of 189 heavy vehicles (34%) exiting from Tidemore Avenue (both turning left and right).

A review of the Toronto Police Service collision records reveals that four collisions occurred at this intersection over the past five years, January 1, 2008 to December 31, 2012, none of which would be 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 Tidemore 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 two occasions. It should be noted that one 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. The other collision involved an eastbound vehicle that had lost control striking the refuge island, resulting on the driver being charged with careless driving.

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

CONTACT

Kevin Akins, Traffic Engineering - Etobicoke York District
Tel: (416) 394-6046; Fax: (416) 394-8942
E-mail: krakins@toronto.ca
AFS17405

SIGNATURE

_____
Steven T. Kodama, P.Eng.
Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment No. 1: Map