

## **Traffic Control Signals - Yonge Street and Price Street/Marlborough Avenue**

**Date:** May 30, 2019  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Traffic Management, Transportation Services  
**Wards:** Ward 11, University-Rosedale

### **SUMMARY**

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

Transportation Services is requesting that Council not authorize the installation of traffic control signals on Yonge Street and Price Street/Marlborough Avenue as the technical justification for the installation of traffic control signals is not satisfied. Therefore, the installation of traffic control signals on Yonge Street and Price Street/Marlborough Avenue, is not recommended.

### **RECOMMENDATIONS**

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The Acting Director, Traffic Management, Transportation Services, recommends that:

1. City Council not authorize the installation of traffic control signals on Yonge Street and Price Street/Marlborough Avenue.

### **FINANCIAL IMPACT**

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There is no financial impact resulting from the adoption of the recommendation in this report.

## DECISION HISTORY

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Toronto and East York Community Council, at its meeting of July 4, 2018, in considering the report titled "5 Scrivener Square, 4-10 and 10R Price Street and 1095-1107 Yonge Street - Official Plan and Zoning Amendment Applications - Request for Direction Report" (TE34.46) directed the General Manager, Transportation Services to investigate the feasibility of installing a traffic control signal at the intersection of Yonge Street and Price Street/Marlborough Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.TE34.46>

## COMMENTS

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Transportation Services, Toronto and East York District, was requested by Councillors Kristyn Wong-Tam and Michael Layton to report on the feasibility of installing traffic control signals at the intersection of Yonge Street and Price Street/Marlborough Avenue to address potential traffic and pedestrian safety concerns generated by the development of 5 Scrivener Square, 4-10 and 10R Price Street and 1095-1107 Yonge Street.

Yonge Street is a major arterial roadway with two lanes in each direction. It has a regulatory speed limit of 50 km/h and a daily two-way traffic volume of about 28,000 vehicles. TTC service on Yonge Street is provided by the "320 Yonge" blue night bus and the "97 Yonge" limited service bus.

Price Street is a local road that intersects with the east side of Yonge Street forming a slightly offset intersection with Marlborough Avenue. There is no exit on Price Street. The roadway operates with one lane in each direction with a daily two-way traffic volume of about 2,640 vehicles. It has a posted speed limit of 30 km/h and a pavement width of about 7.5 metres. There is no TTC service provided on Price Street.

Marlborough Avenue is a local road that intersects with the west side of Yonge Street forming a slightly offset intersection with Price Street. There is no exit on Marlborough Avenue. The roadway operates with one lane in each direction with a daily two-way traffic volume of about 2,205 vehicles. It has a posted speed limit of 30 km/h and a pavement width of about 5.5 metres. There is no TTC service provided on Marlborough Avenue. Of note, Marlborough Avenue does continue west to Macpherson Avenue, however, this section is referred to as Marlborough Place. Marlborough Place, between Marlborough Avenue and Macpherson Avenue is a local road operating one-way eastbound with a maximum speed limit of 30 km/h and a pavement width of 4.3 metres. A continuous sidewalk exists on the south side of the roadway only. There is no TTC service provided on Marlborough Place.

Adjacent traffic control signals to the intersection of Yonge Street and Price Street/Marlborough Avenue are provided approximately 75 metres north at Yonge Street and Scrivener Square, and approximately 88 metres south at Yonge Street and Macpherson Avenue/Rowanwood Avenue.

### **Collision Review**

Collision statistics provided by Toronto Police Service for the three-year period ending December 31, 2018 disclosed that fifteen collisions have occurred at the intersection of Yonge Street and Price Street/Marlborough Avenue. Of these fifteen collisions, nine were potentially preventable by the installation of traffic control signals. No collisions involved a pedestrian and/or a cyclist.

### **Traffic Control Signals**

On April 10, 2019, traffic studies were undertaken at the intersection of Yonge Street and Price Street/Marlborough Avenue during the busiest eight-hour period of a typical weekday. Based on the eight-hour vehicular and pedestrian traffic counts conducted at this intersection, and the collision history, the technical justifications for the installation of traffic control signals are satisfied to the following extent:

<b>Justification 1:</b>	Minimum Vehicular Volume	75 percent
<b>Justification 2:</b>	Delay to Cross Traffic	93 percent
<b>Justification 3:</b>	Collision Hazard	60 percent

To meet the technical requirements for the installation of traffic control signals, one of the Minimum Vehicular Volume or Delay to Cross Traffic justifications must be 100 percent satisfied, or any two of the three justifications must be at least 80 percent satisfied. Based on the above results, the installation of traffic controls signals is not justified.

In addition, the installation of traffic control signals at the intersection of Yonge Street and Price Street/Marlborough Avenue could result in significant traffic spill-over, congestion, and delays on Yonge Street, between Scrivener Square and Macpherson Avenue/Rowanwood Avenue given the close proximity to adjacent traffic control signals, and the traffic volumes anticipated within this block.

The minimum technical warrants for a traffic control signal have not been satisfied, and the sub-standard spacing to adjacent traffic control signals may result in significant delays and congestion on Yonge Street, between Scrivener Square and Macpherson Avenue/Rowanwood Avenue. As such, Transportation Services does not recommend the installation of a traffic control signal at the intersection of Yonge Street and Price Street/Marlborough Avenue.

### **Alternate Route from Price Street**

The traffic control signal on Yonge Street at Scrivener Square can be accessed from Price Street via the north/south City laneway that connects Price Street and Scrivener Square (east/west leg). All road users on Price Street can use these traffic control signals to exit or enter the area and provides pedestrians with a controlled crossing point.

The developer of 5 Scrivener Square, 4-10 and 10R Price Street and 1095-1107 Yonge Street has proposed improvements to this laneway, including a widening. The widening of this laneway will provide an effective right-of-way width of approximately 14 metres to 15 metres and a basic 7.2 metres pavement width. This would improve functionality within this laneway and enhance the linkage between Price Street and Scrivener Square. Improvements to the pedestrian environment will also be made in this laneway by adding public realm and pedestrian spaces/facilities with additional sidewalks where none currently exist.

Councillor Mike Layton has been advised of the recommendation of this staff report.

## **CONTACT**

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## **SIGNATURE**

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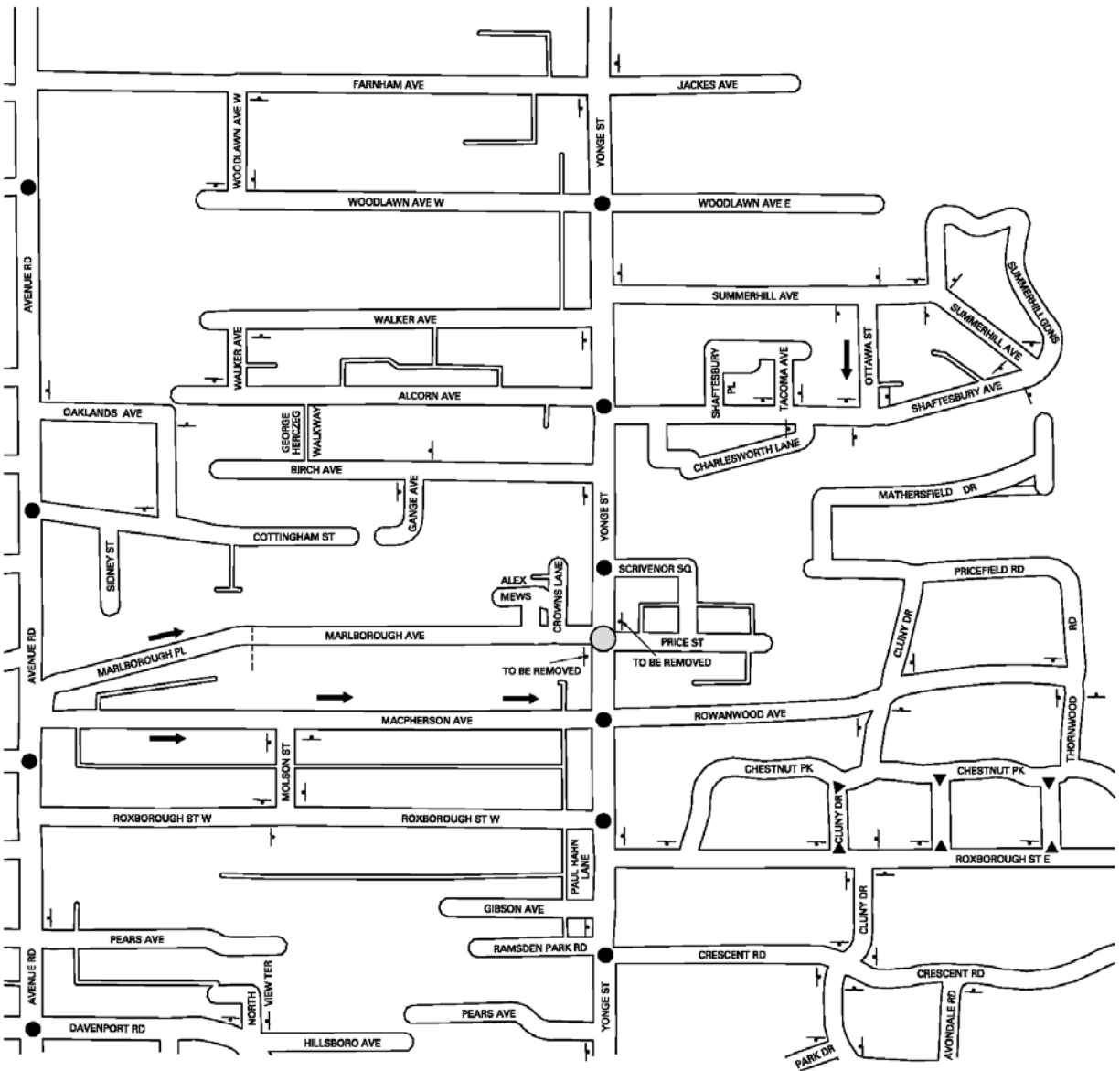
Roger Browne, M.A.Sc., P.Eng.,  
Acting Director,  
Traffic Management  
Transportation Services

## **ATTACHMENTS**

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1. Drawing No. 421G-3421, dated May 2019

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**LEGEND:**

- PROPOSED SIGNALIZED INTERSECTION
- ➔ ONE WAY STREET
- ⊥ EXISTING STOP SIGN
- SIGNALIZED INTERSECTION

**NOTE:**  
INFORMATION ON THIS PLAN IS BASED  
ON OFFICE RECORDS AND IS SUBJECT  
TO FIELD VERIFICATION.

## YONGE ST AND PRICE ST / MARLBOROUGH AVE: PROPOSED TRAFFIC CONTROL SIGNAL



M.S.

DWG. NO. 421G-3421

MAY, 2019

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT