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TO: Councillor Glenn De Baeremaeker
Ward 38, Scarborough Centre

Councillor Paul Ainslie
Ward 43, Scarborough East

FROM: Marko A. Oinonen
Transportation Services, Scarborough District

DATE: March 14, 2012

RE: **Request to review Sight Lines at Ellesmere Road and Helicon Gate/Scarborough Golf Club Road**

Further to a request from your office, on behalf of a constituent, we have completed our review. Based on our review, we have concluded that the issue of sight line restrictions for southbound and westbound right-turning traffic is not indicative of a safety problem at this time, and sufficient stopping sight distance is provided for southbound and westbound traffic.

We reviewed the minimum sight distance requirements and potential conflicts of southbound and westbound of right-turning vehicles not able to see pedestrians or cyclists crossing the road.

Vehicles stopped behind the stop bar at this signalized intersection may not have an unimpeded view of traffic after the installation of the new bicycle crossing lane. However, at this intersection at a red traffic control signal light indication, southbound and westbound right-turning vehicles must first stop behind the stop bar and then only proceed when it is safe to do so like all other intersections in the City. After having met this obligation, motorists may carefully/slowly proceed past the stop bar to increase their visibility of on-coming traffic.

To identify existing conditions, southbound right-turning studies were conducted during the morning and afternoon peak periods. The results of these studies confirmed that there were a total of 36 and 18 vehicles during a.m. and p.m. peak study periods respectively. No right-turning movement conflicting with pedestrians or cyclists during this study.

To provide motorists with additional warning of the cyclists crossing, Transportation Services has modified an earlier version warning sign i.e., "Turning Traffic Must Yield to Pedestrians" to "Turning Traffic Must Yield to Pedestrians & Cyclists". These modified sign was installed in 2012.

The details of our study, including a three years review of the Toronto Police Services collision records, are outlined in the attached technical summary.

Should you have any questions or comments regarding our review, please call Allan Burrows, Supervisor, Traffic Operations at 416-396-7147.

Marko A. Oinonen, B.A.Sc., P. Eng.
Manager, Traffic Operations
Transportation Services, Scarborough District

PW:lab

TECHNICAL SUMMARY
Ellesmere Road and Helicon Gate/Scarborough Golf Club Road

Turning Movement Study

Study Date: Tuesday, February 7, 2012

Peak Period	Direction	Right-Turning	Total
7:00-8:00 a.m.	S/B	13	36
8:00-9:00 a.m.	S/B (*C)	23	
4:30-5:30 p.m.	S/B	9	18
5:30-6:30 p.m.	S/B	9 (**C)	

- *C & **C: Observed cyclists crossing the pathway of motorists at the intersection – no conflicts.

Toronto Police Service Collision Records

Three-year review period for which we have complete data: January 1, 2009 to December 31, 2011

Three-Year Collision Information	Number of Reported Collisions			
	2009	2010	2011	Total
Collisions Involving southbound right-turning vehicles	0	0	0	0
Collisions Involving westbound right-turning vehicles	0	0	0	0
Collisions Involving Pedestrians (southbound left turn)	0	*1	0	1
Collisions Involving Cyclists (westbound and eastbound through)	**1	0	***1	2

* As shown above, one collision involved southbound vehicle making left turn and strike pedestrian crossing from south to north on east side of Ellesmere Road (the driver was charged under the HTA).

** Vehicle traveling westbound through on green traffic light and strikes a cyclist crossing on red light on west side of Ellesmere Road. No persons charged.

*** Vehicle traveling eastbound in right turn lane on red light and strikes a cyclist crossing on a green light on west side of Ellesmere Road. Both the motorist and cyclist were charged under the HTA.