

## **Traffic Concerns - Westmore Drive (Rexdale-Thistletown)**

*(City Council on November 23, 24 and 25, 1999, struck out and referred this Clause back to the Etobicoke Community Council for further consideration.)*

**The Etobicoke Community Council recommends the adoption of the following report (November 9, 1999) from the Director of Transportation Services, District 2:**

### Purpose:

To address the concerns of area residents with respect to the volume and speed of traffic on Westmore Drive between Finch Avenue and Humber College Boulevard.

### Financial Implications and Impact Statement:

The funds associated with the installation of regulatory signs are contained in the Transportation Service, Division Operating Budget.

### Recommendations:

It is recommended that:

- (1) all-way stop controls not be erected at the intersection of Westmore Drive and Countryman Circle/Saraband Street; and
- (2) the Toronto Police Service be requested to enforce the 50 km/h speed limit on Westmore Drive in the area of Countryman Circle/Saraband Street.

### Background:

Councillor Elizabeth Brown received a petition (Attachment No. 1) from residents of Westmore Drive requesting that all-way stop controls be erected at the intersection of Westmore Drive and Countryman Circle/Saraband Street; or, speed bumps be constructed on Westmore Drive. These requests are the result of the concerns of the area residents with respect to the volume and speed of traffic on this residential section of roadway between Finch Avenue and Humber College Boulevard. This matter was referred to staff of the District Transportation Services Division for investigation. A map of the area is Attachment No. 2.

### Comments:

To assess traffic conditions on Westmore Drive, the following information was obtained:

- (1) manual approach counts conducted at the intersection of Westmore Drive and Countryman Circle/Saraband Street;

- (2) radar speed studies conducted on Westmore Drive, near the intersection of Westmore Drive and Countryman Circle/Saraband Street; and
- (3) a review of the three-year collision history at the intersection of Westmore Drive and Countryman Circle/Saraband Street.

The following warrants need to be met in order to justify the installation of all-way stop controls on roads and streets considered to be local or secondary collector streets:

- (a) total vehicle volume on all intersection approaches must exceed 350 for the highest hour recorded; and
  - (b) a volume split should not exceed 65/35 for a four-way control.
- (1) Manual Approach Counts:

The results of the manual approach counts conducted at the south intersection of Westmore Drive and Countryman Circle/Saraband Street on Tuesday, October 5, 1999, are summarized in the following table.

TIME	N/B	S/B	E/B	W/B	N/B+ S/B TOTAL	TOTAL ENTERING INTERSECTION	BALANCE OF FLOW N-S/E-W
7-8 a.m.	50	93	24	11	143	178	80/20
8-9 a.m.	91	141	19	5	232	256	91/9
4-5 p.m.	192	196	18	7	388	413	94/6
5-6 p.m.	222	226	11	12	448	471	95/5
OVERALL	555	656	72	35	1211	1318	92/8
VEH/H	139	164	18	9	303	330	N/A

Additional Observations: An average of 19 pedestrians per hour crossed the through street (Westmore Drive).

Although the peak hour (5:00 p.m. to 6:00 p.m.) intersection volume of 471 vehicles meets the minimum 350 volume warrant for the installation of all-way stop controls, the balance of flow (92/8) well exceeds the maximum allowable volume split warrant of 65/35 for a four-way control. In order for all-way stop controls to be warranted, both the volume and volume split warrants must be met, which is not the case at the intersection of Westmore Drive and Countryman Circle/ Saraband Street.

Notwithstanding the aforementioned, the distance between the intersection of Westmore Drive and Countryman Circle and the traffic control signals at the intersection of Westmore Drive and Finch Avenue, is approximately 140 metres. This distance is shorter than the desired minimal spacing of 250 metres between traffic devices controlling right-of-way. This spacing is the distance in which motorist can detect a signal or hazard and react in a safe manner.

With respect to the operation of the intersection of Westmore Drive and Countryman Circle/ Saraband Street, no potential vehicle/pedestrian conflicts were observed.

(2) Radar Speed Studies:

The results of the radar speed studies conducted on Westmore Drive near Countryman Circle/Saraband Street between the hours of 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., indicate an 85th percentile speed of 56 km/h. Given that the legal speed limit on Westmore Drive is 50 km/h, police enforcement is justified.

(3) Collision Review:

A review of the collision history for the last three years reveals one reportable collision has occurred at the intersection of Westmore Drive and Countryman Circle/Saraband Street. The initial impact type was classified as “angle”. This incident was reported at a Collision Reporting Centre by both drivers; however, there was some conflicting information provided with respect to other details of the collision.

(4) Intersection Description:

Parking Regulations: No Parking 8:00 a.m. to 5:00 p.m., Monday to Friday on:

- (a) the south side of Countryman Circle;
- (b) the north side of Saraband Street; and
- (c) the east side of Westmore Drive between a point 104 metres north of Humber College Boulevard and Finch Avenue West.

Lane Configuration: One lane in each direction.

Sidewalks: Both sides of Westmore Drive and Saraband Street, and on the south side of Countryman Circle.

Land Use: R4G Residential (Fourth Density Group).

Conclusions:

The traffic volume splits at the intersection of Westmore Drive and Countryman Circle/Saraband Street do not warrant the installation of all-way stop controls. The results of the speed studies indicate that there was not a significant speed problem.

The issue of legality of the introduction of “speed humps” and/or “speed bumps” in District 2 is currently under review by staff with the City Solicitor.

Contact:

Mark Hargot, Supervisor, Traffic Engineering - District 2  
Tel.: (416) 394-8453; Fax: (416) 394-8942

(A copy of each of Attachments Nos. 1 and 2, referred to in the foregoing report, was forwarded to all Members of Council with the agenda for the Etobicoke Community Council meeting of November 9, 1999, and a copy of each is on file in the office of the City Clerk.)