



STAFF REPORT ACTION REQUIRED

Leading Road – Yield Control

Date:	January 10, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 1 – Etobicoke North
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080013-to

SUMMARY

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the installation of a yield control on Leading Road at the intersection of Guided Court. This intersection is currently uncontrolled and the installation of a yield control will define right-of-way enhancing traffic management and safety at this location.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. The installation of a yield control on Leading Road at the intersection of Guided Court.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$300.00

ISSUE BACKGROUND

Transportation Services received a request from an employee of an area business to determine if traffic control measures are required at the intersection of Leading Road and Guided Court. Currently this intersection is an uncontrolled “T” type intersection. A map of the area is Attachment No. 1.

COMMENTS

Leading Road and Guided Court are local roads in the industrial area north of Albion Road and east of Highway No. 27. The intersection is a “T” type intersection, with a private access that creates the fourth leg. The intersection is currently considered uncontrolled and since there are no traffic control devices at this intersection, right-of-way is determined by the basic right-of-way the rule. The rule, as stated in section 135, sub-sections (2) & (3) of the Highway Traffic Act, is “every driver approaching an intersection shall yield the right-of-way to any vehicle in the intersection that has entered from an intersecting highway” and “when two vehicles enter the intersection from intersecting highways at approximately the same time, the driver on the left shall yield the right-of-way to the vehicle on the right”.

Our review of the Toronto Police Services collision records for the past three years for which we have complete data (January 1, 2004 to December 31, 2006) for Leading Road and Guided Court reveals that there have been no reported collisions at this intersection.

To assess traffic conditions at the intersection, a peak hour observation was conducted in which all movements were recorded, including the private access located on the north approach. Although we did not observe any conflicts within the intersection, we did record a relatively high traffic volume for an uncontrolled intersection of 82 vehicles within the one hour. Several of these vehicles were heavy trucks.

Based on our observations, it is concluded that some form of traffic control is required at this intersection to avoid potential conflicts and more clearly define the right-of-way. Based on the geometrics of the intersection, good sightlines from all approaches and the vehicle usage of the intersection, we have determined that a yield sign on Leading Road at Guided Court is the most appropriate form of right-of-way control.

CONTACT

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SIGNATURE

John Niedra, P.Eng.
Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Appendix A – Table 1
Attachment No. 1: Map

APPENDIX A – TABLE 1

Turning Movement Count Summary

Leading Road and Guided Court
8:00 a.m. to 9:00 a.m.

Leading Rd. (northbound)	Guided Ct. (westbound)	Guided Ct. (eastbound)	Private Drive (southbound)	Total Volume
47	8	20	7	82