



STAFF REPORT ACTION REQUIRED

Carlingview Drive and Worcester Road – Traffic Control Signals

Date:	July 26, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services, Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080110-to

SUMMARY

The purpose of this report is to obtain approval for the installation of traffic control signals at the intersection of Carlingview Drive and Worcester Road.

The installation of traffic control signals is justified as the Traffic Control Signal warrant requirements are achieved. The installation of traffic control signals will provide safe and convenient access for vehicles and pedestrians, and will not compromise the integrity of the arterial road network.

As the Toronto Transit Commission (TTC) operates a transit service on Carlingview Drive, City Council approval of this report is required. TTC staff has been advised of the proposed signal installation.

RECOMMENDATIONS

Transportation Services recommends that Toronto City Council:

1. Approve the installation of traffic control signals at the intersection of Carlingview Drive and Worcester Road.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within the capital works budget	Project No. CTP708-01	\$130,000.00

DECISION HISTORY

At the request of staff from SNC Lavlin (345 and 400 Carlingview Drive), Transportation Services staff investigated the need for traffic control signals at Carlingview Drive and Worcester Road. Although our initial studies conducted in 2007 did not achieve the warrant requirements, the pedestrian crossing volumes we recorded during our study differed significantly from an independent study that was presented to staff by SNC-Lavlin Inc.

SNC Lavlin has offices on either side of Carlingview Drive at no.'s 345 and 400 Carlingview Drive and these pedestrians had not been counted in our 2007 studies since these crossings occurred at a point beyond the typical study area, in this case, 50 metres north of Worcester Drive. To address this and to eliminate uncertainty with respect to the hourly peaking characteristics, we conducted another study in 2008 and expanded the crossing area and study hours. A map of the area is attachment No. 1.

COMMENTS

According to the City of Toronto's road classification system, Carlingview Drive is classified as a 'major arterial' roadway. Worcester Road is classified as a 'local' roadway in this industrial area. The statutory speed limit is 60 km/h for Carlingview Drive in this area and 50 km/h for Worcester Road. This intersection is controlled by a 'Stop' sign on Worcester Road facing eastbound traffic. A driveway to SNC Lavlin (345 Carlingview Drive) exists opposite Worcester Road on the east side of Carlingview Drive and would be included in the signal proposal. TTC operates a transit service on Carlingview Drive; a southbound bus stop exists at this intersection.

To assess traffic conditions, a twelve hour turning movement and a three-year collision history review was conducted. Our turning movement study results were applied to the traffic control signal warrant analysis. The study results are as follows:

a)	Minimum Vehicular Volume	82 percent
b)	Delay to Cross Traffic	87 percent
c)	Collision Hazard	0 percent

In order to meet the warrants, 100 percent compliance is required in one of the first two categories or a minimum of 80 percent, any two. Given that Warrants a) and b) are met, traffic control signals are recommended.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment No. 1: Map