



**STAFF REPORT
ACTION REQUIRED**

Dundas Street West and High Park Avenue– Traffic Control Signals

Date:	October 24, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 13 – Parkdale–High Park
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080157-to

SUMMARY

The purpose of this report is to obtain approval for the installation of traffic control signals at the intersection of Dundas Street West and High Park Avenue.

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 Dundas Street West and on High Park Avenue, TTC staff have been consulted and advised of the proposed signal installation and have not objected. However, City Council approval is required.

RECOMMENDATIONS

Transportation Services recommends that:

1. Toronto City Council approve the installation of traffic control signals at the intersection of Dundas Street West and High Park Avenue.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within the capital works budget	Project No. CTP707-01	\$130,000.00

BACKGROUND

At the request of Councillor Bill Saundercook, Ward 13, Parkdale–High Park, on behalf of area residents, Transportation Services staff investigated the feasibility of installing traffic control signals at this intersection. A map of the area is Attachment No. 1.

COMMENTS

Dundas Street West is classified as a major arterial roadway with a speed limit of 50 km/h. High Park Avenue is a local roadway operating northbound and southbound with a speed limit of 40 km/h. The TTC operates transit service on both Dundas Street West and High Park Avenue.

To assess traffic conditions, an eight-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	27 percent
b)	Delay to Cross Traffic	100 percent
c)	Collision Hazard	7 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 in any two. Given that Warrant (b) is met to the extent of 100%, traffic control signals are recommended.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment No. 1: Map