



## STAFF REPORT ACTION REQUIRED

### Turn Prohibition – South Drive at Mount Pleasant Road

<b>Date:</b>	August 25, 2009
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Toronto Centre-Rosedale, Ward 27
<b>Reference Number:</b>	Ts09143te.top.doc

#### **SUMMARY**

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

Transportation Services is requesting approval from Toronto and East York Community Council to introduce an eastbound and westbound left-turn and straight through prohibition from South Drive onto Mount Pleasant Road, at all times, in order to improve the operational safety at this intersection.

#### **RECOMMENDATIONS**

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**Transportation Services recommends that Toronto and East York Community Council:**

1. Prohibit westbound left-turns and through movements from South Drive onto Mount Pleasant Road at all times.
2. Prohibit eastbound left-turns and through movements from South Drive onto Mount Pleasant Road at all times.

#### **Financial Impact**

Type of Funding	Source of Funds	Amount
Available within current budget	Toronto Transportation Services 2009 Operating Budget	\$1000.00

## ISSUE BACKGROUND

At the request of Councillor Kyle Rae, on behalf of local residents, Transportation Services investigated the feasibility of prohibiting left-turns and straight through movements from South Drive onto Mount Pleasant Road for eastbound and westbound traffic at all times.

## COMMENTS

Mount Pleasant Road, between Jarvis Street and Lawrence Avenue East, is classified as a major arterial roadway. The speed limit varies as follows:

- Mount Pleasant Road, between Jarvis Street and Crescent Road (50km/h);
- Mount Pleasant Road, between Crescent Road and Inglewood Drive (60km/h); and
- Mount Pleasant Road, between Inglewood Drive and Lawrence Avenue East (50km/h).

Mount Pleasant Road consists of four through lanes (2 southbound and 2 northbound) with a traffic volume of 36,000 vehicles a day. Both eastbound and westbound traffic at the above intersection is "Stop" controlled on South Drive. Currently, northbound and southbound left-turns are prohibited at all times on Mount Pleasant Road, at South Drive.

The following summarizes the historical results of our 24 hour directional survey on South Drive at Mount Pleasant Road:

Survey Date	Eastbound			Westbound			Total traffic volume on South Drive
	Left-turn volume	Straight-through volume	Right-turn volume	Left-turn volume	Straight-through volume	Right-turn volume	
November 12, 2003	200	140	230	100	130	900	1700
April 12, 2006	250	130	270	90	120	700	1560
November 5, 2008	200	160	240	100	180	900	1780

We were unable to state how many of these motorists are residents or cut-through traffic.

### Collision History

As per investigations in December, 2005, a review of the Toronto Police Services collision records over a three year period ending June 30, 2005, disclosed a total of five reported collisions at this intersection, which were potentially preventable if left turns and straight-through movements from South Drive were prohibited.

Investigations in October, 2006, a review of the Toronto Police Services collision records (June 30, 2005 to August 31, 2006) disclosed one reported collision at this intersection,

which was potentially preventable if left turns and straight-through movements from South Drive were prohibited.

Recently, collision records (September 1, 2006 to December 31, 2008) disclosed a total of three reported collisions at this intersection, which were potentially preventable if left turns and straight-through movements from South Drive were prohibited.

#### Traffic Control Signal Study Results

Transportation Services staff completed traffic control signal warrant studies at the subject intersection on December, 2005, and most recently, November, 2008. The results were as follows:

Warrant	Compliance	
	December/2005	November/2008
1. Minimum Vehicular Volume	61%	65%
2. Delay to Cross Traffic	41%	78%
3. Collision Hazard	33%	33%

To meet the technical warrant for the installation of traffic control signals, either one of the "Minimum Vehicular Volume" or "Delay to Cross Traffic" warrants must be 100 percent satisfied or any two of the three warrants must be at least 80 percent satisfied. In addition, an average of five collisions per year over a three year period that would have been deemed "preventable" is needed in order to meet the technical requirements.

Based on the results outlined above, traffic control signals are not technically warranted at this intersection.

#### Summary

Traffic volumes along Mount Pleasant Road and left-turn/straight-through volumes from South Drive onto Mount Pleasant Road have not changed significantly over the past five years.

With respect to collisions, a review of the Toronto Police Services collision records over the past six years ending December, 2008 disclosed a total of nine collisions at this intersection, which would have been preventable if left turns and straight-through movements from South Drive were prohibited.

Prohibiting left-turns and straight-through movements, from South Drive onto Mount Pleasant Road, could reduce collision frequency which should reduce right-of-way conflicts improving the operational safety at this intersection. However, this proposal would also affect travel patterns in the area, forcing motorists to find alternate routes. Specifically, westbound South Drive traffic (destined for southbound Mount Pleasant

Road) would be forced to use Elm Avenue or Sherbourne Street instead. Traffic traveling eastbound on South Drive (destined for northbound Mount Pleasant Road) would be forced to use Meredith Crescent, northbound Yonge Street, or Bloor Street East to Mount Pleasant Road.

Based on the results of our review, traffic control signals are not technically warranted at this intersection. However, in order to improve the operational safety at this intersection Transportation Services recommends prohibiting left-turns and straight-through movements from South Drive onto Mount Pleasant Road at all times.

## **CONTACT**

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## **SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

## **LIST OF ATTACHMENTS**

(1) Drawing No. 421F-9763, dated August 2009

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