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Date April 26, 2010

TO: Councillor Suzan Hall, Ward 1 – Etobicoke North

FROM: Bruce Clayton, Acting Manager, Traffic Operations, Etobicoke York District

**SUBJECT: Request for Traffic Control Signals–Steeles Avenue West and
Gihon Spring Drive/Private Driveway Access to Leisure World Long Term Care
Facility**

This correspondence is further to your request to review the need for traffic control signals at the intersection of Steeles Avenue West and Gihon Spring Drive/private driveway access to Leisure World Long Term Care Facility. We have now completed our study and offer the following comments.

Context/History

Steeles Avenue West in the area of Gihon Spring Drive, is four lane major arterial road, with a posted 60km/h speed limit. Left turn lanes are provided for both eastbound and westbound movements at the intersection of Gihon Spring Drive. The intersection of Steeles Avenue West and Gihon Spring Drive is a four leg intersection with Gihon Spring Drive located on the south approach and the only access to Leisure World Long Term Care Facility situated on the north approach. Gihon Spring Drive is a local road that extends between Steeles Avenue West and Martin Grove Road. It has a legal speed limit of 40km/h. Existing traffic control signals are located approximately 570 metres to the east at the intersection of Steeles Avenue West and Kipling Avenue, and 520 meters to the west at the intersection of Steeles Avenue West and Martin Grove Road.

Data Collection/Analysis

An eight-hour study was conducted to determine if traffic control signals are warranted at the intersection of Steeles Avenue West and Gihon Spring Drive/private driveway access to Leisure World Long Term Care Facility. The results of the studies indicate that the traffic volumes entering the intersection from Gihon Spring Drive/driveway access to Leisure World Long Term Care Facility and the delay to cross-traffic (vehicular and pedestrian traffic) both fail to satisfy the minimum requirements. The warrant for traffic control signals consists of two main categories, "Minimum Vehicular Volume" and "Delay To Cross Traffic" and either one of these must be 100% fulfilled or at least 80% in both. The actual percentages achieved during our studies were 39% and 37% respectively. The details of our studies are outlined in the attached technical summary.

Conclusion/Recommendations

Given the volume of traffic entering the intersection from Gihon Spring Drive/the private driveway access to Leisure World Long Term Care Facility, and the delay to cross-traffic both fail to meet the minimum requirements, traffic control signals cannot be justified at time.

Should you have any questions, please contact Mark Hargot, Supervisor, Traffic Operations at (416) 394-8453.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bruce Clayton', written over a horizontal line.

Bruce Clayton
Acting Manager, Traffic Operations
Etobicoke York District

KR:kr
Service Request ID3649393

File 201 "Steeles Avenue West & Gihon Spring Drive"

TECHNICAL SUMMARY
Steeles Avenue West & Gihon Spring

Roadway Classification and Existing Conditions

| Roadway | Classification | Typical Daily Vehicle Volume |
|--------------------|----------------|------------------------------|
| Steeles Avenue | Major Arterial | > 20,000 |
| Gihon Spring Drive | Local | < or = 2,500 |

- In the study area, Steeles Avenue West is a 4 lane roadway with dedicated left turn lanes for Gihon Spring Drive and the driveway access to Leisure World Long Term Care Facility.
- The legal speed limit on Steeles Avenue West is 60 km/h.

Traffic Control Signals

The justification for the installation of traffic control signals (TCS) is based on a technical warrant established by the MTO and adopted by Toronto City Council. The analysis of this warrant is based on data compiled from an 8-hour traffic study.

Study Location: Steeles Avenue West and Gihon Spring Drive/driveway
Study Date: Thursday, March 24, 2010

| <i>MTO – TCS Warrant</i> | <i>Compliance Level</i> |
|--------------------------|-------------------------|
| Minimum Vehicular Volume | 39% |
| Delay To Cross Traffic | 37% |

- To warrant the installation of traffic control signals, compliance levels of 100% are required in one of the two above categories or 80% in any two categories.
- In brief, these findings indicate that there is insufficient vehicular traffic entering the intersection on the minor road, Gihon Spring Drive and the Leisure World driveway, to satisfy the Traffic Control Signal Warrant at this time.

Previous Study

Study Location: Steeles Avenue West and Gihon Spring Drive/driveway
Study Date: Wednesday, February 28, 2007

| <i>MTO – TCS Warrant</i> | <i>Compliance Level</i> |
|--------------------------|-------------------------|
| Minimum Vehicular Volume | 39% |
| Delay To Cross Traffic | 35% |

Toronto Police Service Collision Records

Review period for which we have complete data: January 1, 2007 to December 24, 2009

Total number of collisions: 6

Number of collisions considered preventable by traffic control signals: 3

Collisions considered preventable by traffic control signals are those involving traffic which, under signalized conditions, would move on completely separate signal phases, and theoretically would not conflict.