

Traffic Control Signals - Dundas Street West at Wilmar Road/Thomas Riley Road

Date: September 23, 2021

To: Etobicoke York Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 3 - Etobicoke-Lakeshore

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Dundas Street West, City Council approval of this report is required.

As part of conditions of approval at the development review stage for 5365 Dundas Street West, traffic control signals are to be installed at the intersection of Dundas Street West at Wilmar Road and the newly constructed Thomas Riley Road.

Transportation Services supports the installation of traffic control signals at the intersection of Dundas Street West at Wilmar Road/Thomas Riley Road.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. City Council authorize the installation of traffic control signals at the intersection of Dundas Street West and Wilmar Road/Thomas Riley Road.

FINANCIAL IMPACT

There are no financial implications associated with the adoption of this report as funding has been secured from the proponent of the 5365 Dundas Street West development for the new signal and other road improvements along Dundas Street West. These funds were secured through Zoning By-law Amendment Application No. 17 260380 WET 05 OZ.

DECISION HISTORY

Through Zoning By-law Amendment Application No. 17 260380 WET 05 OZ, funding for the installation of new traffic control signals was secured for the intersection of Dundas Street West at Wilmar Road/Thomas Riley Road. City Council, at its meeting on March 31, April 1 and 2, 2015 approved the development by adopting Item No. MM5.13.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.MM5.13>

COMMENTS

A mixed use development, including several residential condominium buildings with ground floor retail use are currently being constructed at 5365 Dundas Street West. This development is located on the south side of Dundas Street West opposite the intersection of Wilmar Road.

As part of conditions of approval at the development review stage, traffic control signals are to be installed at the intersection of Dundas Street West at Wilmar Road and the newly constructed Thomas Riley Road.

Existing Conditions

Dundas Street West is characterized by the following conditions:

- It is a six-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 26 metres
- The daily two-way traffic volume is approximately 35,000 vehicles
- The speed limit is 50 km/h
- Heavy trucks are permitted at all times
- There is TTC service provided by the 111, 112 and 123 bus
- There are sidewalks located on both sides of the street
- There are High Occupancy Vehicle (HOV) lanes on both sides of the street
- Parking is prohibited at all times on both sides of the street

Wilmar Road is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.3 metres
- The daily two-way traffic volume is approximately 1,500 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on a portion of the street (90 metres and 50 metres north of Dundas Street West on the east and west sides respectively)
- Traffic calming exists (speed humps) between Dundas Street West and Bloor Street West
- Parking is prohibited at all times on the west side between Dundas Street West and Bloor Street West

- Parking is prohibited at all times on the east side between Dundas Street West and Ovidia Avenue

Thomas Riley Road is characterized by the following conditions:

- It is a two-lane, north-south, private roadway
- It operates two-way traffic on a pavement width of approximately 10.6 metres
- There is no TTC service provided
- There are sidewalks located on both sides of the street

Dundas Street West at Wilmar Road/Thomas Riley Road form a four-leg intersection. Wilmar Road and Thomas Riley Road are stop-sign controlled while Dundas Street West is uncontrolled free-flow.

The adjacent land use in this area is a mix of residential, business and commercial. The Kipling Transit Hub and Kipling Avenue GO stations are located approximately 250 metres to the east between Subway Crescent and Auckland Road.

The closest adjacent traffic controls are located approximately 170 metres to the east at Poplar Avenue/Subway Crescent in the form of traffic control signals and approximately 380 metres to the west at Shaver Avenue South/Shorncliffe Road in the form of traffic control signals.

A map of the area is included in Attachment 1.

Traffic Control Signals

To determine the need for traffic control signals at the intersection of Dundas Street West at Wilmar Road/Thomas Riley Road, the proponent transportation consultant conducted vehicle and pedestrian counts on Thursday, October 6, 2016 at the intersection. Staff rely on the justification criteria as outlined in the Ontario Traffic Manual (OTM) Book 12. The OTM justification criteria includes factors such as volume of vehicles and pedestrians, delay to cross traffic, and collision history. The results of the counts, including anticipated traffic volumes generated by the development are summarized in Table 1.

The "Collision hazard" criterion is based on the number of collisions potentially preventable by the installation of traffic control signals. Collision history provided by the Toronto Police Service for the three-year period ending 2020 disclosed 3 collisions at the subject intersection that were potentially preventable by the installation of traffic control signals. One of the collisions involved a pedestrian with minor injuries.

Table 1: Warrant Compliance - Dundas Street West at Wilmar Road/Thomas Riley Road

Justification	Compliance level
Minimum vehicular volume	52%
Delay to cross traffic (pedestrians and vehicles)	100%
Collision hazard	20%

To meet the justification criteria for the installation of traffic control signals, one of the justifications must be 100 percent satisfied or any two of the three justifications must be at least 80 percent satisfied. Based on the results in Table 1, the installation of traffic control signals is justified.

The TTC has been consulted and concurs with these findings and is recommending the installation of a bus stop on the southwest corner of the intersection for the eastbound direction, as it will provide a more reliable service through efficient stop spacing meeting TTC service standards, and optimally placed TTC stop locations to support both the current needs of customers and future development in this area. Installing this stop will improve customer safety by providing a protected pedestrian crossing.

Based on the aforementioned Transportation Services is recommending the installation of traffic control signals at the intersection of Dundas Street West at Wilmar Road/Thomas Riley Road.

The Ward Councillor has been advised of the recommendation in this report.

CONTACT

Bruce Clayton, Manager Traffic Operations (Area 2), Transportation Services, 416-394-8409, Bruce.Clayton@toronto.ca

Luigi Nicolucci, RPP Manager - Development Planning and Review (Area 2) 416-394-8412, luigi.nicolucci@toronto.ca

SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Dundas Street West at Wilmar Road/Thomas Riley Road

Attachment 1: Map - Traffic Control Signals - Dundas Street West at Wilmar Road/ Thomas Riley Road

