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TRAFFIC CONTROL SIGNALS LESLIE STREET AND COMMERCIAL ENTRANCE 280 METRES SOUTH OF GREEN LANE, TOWN OF EAST GWILLIMBURY

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, December 6, 2007, from the General Manager, Roads:

1. RECOMMENDATIONS

It is recommended that:

1. Traffic control signals at Leslie Street (Y.R. 12) and the commercial full moves access approximately 280m south of Green Lane (Y.R. 19) not be permitted at this time.
2. Regional staff work with the developers of the site to assess and, if warranted, permit the installation of the proposed traffic control signals, once full build out of the site is implemented.
3. The Regional Clerk forward this report to the Clerk at the Town of East Gwillimbury.

2. PURPOSE

The purpose of this report is to address the Town of East Gwillimbury's request to immediately install traffic control signals at a new full moves access (Access) on Leslie Street approximately 280 metres south of Green Lane.

A plan showing the location of the proposed site plan application (Site) is shown in *Attachment 1*.

3. BACKGROUND

Sorbuild Developments Corporation submitted a site plan application with the Town of East Gwillimbury in January 2007 for a proposed retail warehouse. In August 2007, after a number of submissions, York Region provided site plan approval for the proposed first phase of development on this site.

As a condition of the site plan approval for the proposed commercial development a Traffic Impact Study (TIS) was required by York Region. A TIS was completed by Marshall, Macklin, Monaghan (MMM), dated April 2007 and concluded that the traffic

signals would meet the Region's Traffic Signal Warrant Policy, only upon full build out (completion of phase two) of the Site.

The Town of East Gwillimbury sent a letter to York Region dated October 11, 2007 (*see Attachment 2*). The letter requests that traffic control signals be installed as part of phase one of the construction of the Site.

At its October 31, 2007 meeting, the Regional Transportation and Works Committee referred the matter to staff for a report.

4. ANALYSIS AND OPTIONS

4.1 Regional Traffic Control Signal Warrant Policy

The Region's Traffic Control Signal Warrant Policy was approved by Regional Council on October 17, 2002. The warrant is based on the traffic control signal warrants as outlined in Book 12 of the Ontario Traffic Manual. The first warrant criterion accounts for the total amount of traffic using an intersection. The second warrant criterion accounts for the delay to side road traffic. For a traffic control signal to be warranted, one of the two warrant criteria must be satisfied by 100%, or both warrant criteria must be met by at least 70%.

4.2 The Site's Warrant Analysis

As part of the TIS, two Traffic Signal Warrant Analyses were completed (*see Attachment 3*).

The first warrant analysis examined the traffic for phase one of the Site only. This analysis determined that the signal warrants for this scenario were not met because one warrant criterion was at 24%, which is significantly below the 70% minimum, and the second criterion was at 79%, which is only slightly above 70%.

The second warrant analysis examined the combination of traffic for phase one and phase two. For this scenario the warrants for signalization were met because one of the two criteria was at 100%.

Installing traffic control signals at locations that do not meet the traffic signal warrant can result in a reduction in overall intersection safety. Specifically, the installation of traffic control signals increases the occurrence of certain types of collisions. Rear-end collisions on the major streets can increase by as much as 60% after the installation of traffic control signals. Additionally, the average delay to side street traffic is often substantially increased during periods of the day outside of peak hours.

This increased delay can result in driver frustration and non-compliance with the traffic signal indications. To avoid these safety concerns, the Region's policy is to install traffic control signals only if the warrants are met.

In accordance with the Region's current policy, traffic control signals at this Site do not meet the warrants, therefore, traffic control signals are not recommended at this time.

Subsequently, York Region has completed the phase one site plan application approval for the Site, and its construction is currently underway, without the traffic control signals.

5. FINANCIAL IMPLICATIONS

There are no financial implications to the Region associated with this report. If and when traffic control signals are to be implemented, Regional policy dictates that the costs related to such signals will be entirely the developer's responsibility.

6. LOCAL MUNICIPAL IMPACT

The Town of East Gwillimbury requested traffic control signals at the Access. This Site does not warrant traffic control signals at this time, however, it is anticipated that traffic control signals will be warranted once phase two of the site plan application is developed.

7. CONCLUSION

This report is in response to the Town of East Gwillimbury's letter requesting York Region to install traffic control signals at the Access. This Site does not satisfy the Region's policy regarding the minimum traffic control signal warrant condition. Therefore, it is recommended that traffic control signals not be installed at this time.

The Access is currently under construction and is scheduled to be completed this year. It is also recommended that Regional staff continue to monitor traffic and pedestrian volumes at the Access and to work with the developers of phase two of the Site to assess and approve the installation of the proposed traffic control signals, in the future.

For more information on the report contact Faris Georgis, Manager, Development Approvals, Roads Branch at extension 5740 in the Transportation Services Department.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause were included in the agenda for the January 16, 2008 Committee meeting.)