

# Memorandum

**TO:**

**Luigi Nicolucci**

City of Toronto: Transportation Services: Etobicoke York District

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**FROM:**

Stephen J. Bahadoor, P.Eng.

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**PROJECT:**

6571-26

250 Wincott (Richview Square)

**DATE:**

January 22, 2021

**SUBJECT: RICHVIEW SQUARE (250 WINCOTT DRIVE)**

**Discussion of Traffic Signal Concerns with Closely Spaced Intersections**

## 1.0 INTRODUCTION

Dear Luigi:

BA Group has provided transportation advisory services in support of the Richview Square development application located at 250 Wincott Drive and 4620 Eglinton Avenue West in the City of Toronto.

As part of the application a traffic signal is proposed at the Site Access / Waterford Drive / Wincott Drive intersection. This was recommended to accommodate forecast traffic demands associated with the proposal.

Per your request, this letter provides a discussion pertaining to signal sight line concerns pertaining to the proposed traffic signal at the Site Access / Waterford Drive / Wincott Drive intersection and existing traffic signals at Eglinton Avenue/ Wincott Drive intersection.

## 2.0 DISCUSSION OF TRAFFIC SIGNAL CONCERNS WITH CLOSELY SPACED INTERSECTIONS

The proposed signal at the Site Access / Waterford Drive / Wincott Drive intersection is approximately 125 metres north of the Eglinton Avenue/ Wincott Drive intersection is approximately 125 metres (measured centreline to centreline).

Given the distance between the two signals, City staff have concerns regarding the potential confusion that may arise for drivers travelling southbound on Wincott Drive. They suggested that given the close proximity between the two signals, drivers may not know which traffic signal to obey.

We note that closely spaced intersections have been designed and implemented across the City of Toronto. The proposed intersection spacing is within the range of other closely spaced intersections located within Etobicoke or in close proximity. Some examples include:

- Tangiers Road/ Keele Street and Tangiers Road/ Finch Street West Station surface parking lot ( $\pm 110$  metres)
- Kipling Avenue/ North Queen Street and Kipling Avenue/ Jutland Road ( $\pm 120$  metres)
- Jane Street/ Emmett Avenue and Jane Street/ Weston Road ( $\pm 130$  metres)
- Bloor Street West/ Dundas Street West and Bloor Street West/ Resurrection Road ( $\pm 130$  metres)
- Burnhamthorpe Road/ The East Mall and Burnhamthorpe Road/ Highway 427 Off-ramp ( $\pm 130$  metres)
- Millwick Drive/ Islington Avenue and Millwick Drive/ Plunkett Road ( $\pm 145$  metres)
- Dundas Street West/ Kipling Avenue and Dundas Street West/ Biindagen Trail ( $\pm 145$  metres)

It is important to note that a number of the examples noted above, include the intersections of arterial roads, which experience a higher traffic volumes than what is expected on Wincott Drive.

We do not anticipate for there to be problems with the traffic signals at the proposed intersection or the existing signal at Eglinton Avenue, as Wincott Drive is a low speed, low volume, two-lane road.

Should there be any issues for driver, alterations to the traffic signals can be explored to limit the visibility of signal indications to certain areas (also known as optically programmable traffic signals as per OTM Book 12 – Traffic Signals). These types of indications can be used where there are closely spaced signals on the same roadway to reduce the event of drivers looking past the closest signal to the farther one, by applying an opaque material to the farther signal lens.

Based upon the aforementioned discussion, we do not anticipate any major visibility related concerns with associated with the proposed traffic signal at the Site Access / Waterford Drive / Wincott Drive intersection and the adjacent traffic signal at the Eglinton Avenue/ Wincott Drive intersection, given the nature of Wincott Drive as a two-lane low speed road. However, if any issues arise in the future, appropriate modifications to the traffic signals can be made.

Please feel free to contact us should you wish to discuss this item further.

Sincerely,

**BA Consulting Group Ltd.**



Stephen J. Bahadoor, P.Eng.  
Senior Associate

