

All-Way Stop Control on Bridletowne Circle at Beverly Glen Boulevard/Mall Driveway Scarborough Agincourt

(City Council on November 23, 24 and 25, 1999, adopted this Clause, without amendment.)

The Scarborough Community Council recommends the adoption of the following report (August 24, 1999) from the Director of Transportation Services, District 4, subject to adding thereto the following Recommendation No. (3):

“(3) that the Director of Transportation Services, District 4, be requested to monitor the Glen Springs Drive and Bridletowne Boulevard intersection for possible future stop sign installation.”

Recorded Vote:

Yeas: Councillors Balkissoon, Berardinetti, Cho, Duguid, Kelly, Mahood, Moeser, Shaw, Soknacki, Tzekas - 10

Nays: Nil

Purpose:

To investigate the need for an all-way stop on Bridletowne Circle at Beverly Glen Boulevard/Mall Driveway.

Financial Implications and Impact Statement:

The \$3,000.00 (approximate) funds associated with the installation of the all-way stop with overhead flashing beacons is available in the Transportation Services 1999 budget, Account No. 100-TP0226.

Recommendations:

It is recommended that:

- (1) the all-way stop control identified in Appendix 1 of this report be adopted; and
- (2) the appropriate by-law be amended accordingly.

Background:

Transportation Services received a request from Councillor Shaw requesting the installation of an all-way stop at the intersection of Bridletowne Circle at Glen Springs Drive. Although the necessary warrants were not achieved at this intersection, staff also examined the intersection immediately to the south at Bridletowne Circle and Beverly Glen Boulevard/Mall Driveway.

Comments:

The intersections of Bridletowne Circle at Glen Springs Drive and Bridletowne Circle at Beverly Glen Boulevard/Mall Driveway are approximately 120 metres apart. Staff found that the safety record at Glen Springs Drive is good (one collision over 3 years, no pedestrians) and the warrants for All-Way Stop Control are far from warranted (on average 20% fulfilled). However, during the study of this intersection, staff were concerned about the intersection of Bridletowne Circle and Beverly Glen Boulevard.

The intersection of Bridletowne Circle and Beverly Glen Boulevard/Mall Driveway is located north of Finch Avenue and west of Warden Avenue. The east approach to this intersection is a driveway to Bridlewood Mall. The speed limit on both Bridletowne Circle and Beverly Glen Boulevard is 50 kilometres per hour. Parking is prohibited on both sides of Bridletowne Circle. A pedestrian crossover (PXO) currently exists on Bridletowne Circle, 216 metres south of Beverly Glen Boulevard, and traffic control signals are located 257 metres to the northeast at Warden Avenue.

All-Way Stop Control:

Traffic studies were conducted at the intersections of Bridletowne Circle and Glen Springs Drive, and Bridletowne Circle and Beverly Glen Boulevard on Thursday, May 6, 1999 and Thursday, June 17, 1999 respectively to determine the need for an all-way stop control.

The justification for the installation of an all-way stop control is based on a technical warrant established by the Ministry of Transportation of Ontario. Our eight hour study results are as follows.

Bridletowne Circle and Glen Springs Drive:

Study Period	Total Approach	Vehicle Volume Split	Vehicle/Pedestrian
7:00 to 8:00 a.m.	325	76/24	82
8:00 to 9:00 a.m.	622	83/17	109
11:00 a.m. to 12:00	419	87/13	56
12:00 to 1:00 p.m.	506	89/11	57
1:00 to 2:00 p.m.	384	90/10	40
3:00 to 4:00 p.m.	568	90/10	60
4:00 to 5:00 p.m.	610	91/9	60
5:00 to 6:00 p.m.	671	91/9	61
MTO Requirements	\$ 500	\$ 30/70 or # 70/30	\$ 200

Evident by the above, none of the 8 hours satisfied the traffic volume requirements.

Bridletowne Circle and Beverly Glen Boulevard:

Study Period	Total Approach	Vehicle Volume Split	Vehicle/Pedestrian
10:00 to 11:00 a.m.	548	64/36	200
11:00 a.m. to 12:00	657	63/37	259
12:00 to 1:00 p.m.	579	60/40	247
1:00 to 2:00 p.m.	622	60/40	252
2:00 to 3:00 p.m.	591	66/34	209
3:00 to 4:00 p.m.	691	69/31	220
4:00 to 5:00 p.m.	840	66/34	298
5:00 to 6:00 p.m.	934	65/35	335
MTO Requirements	\$ 500	\$ 30/70 or # 70/30	\$ 200

Evident by the above results, the vehicle and pedestrian volume and vehicle split requirements are satisfied.

Collision History:

Our review of the reported collisions at the intersection of Bridletowne Circle and Beverly Glen Boulevard/Mall Driveway for the period from January 1, 1996 to December 31, 1998 reveals seven collisions at this intersection. One of these collisions involved a pedestrian. The only commonality in these collisions was that four occurred during poor driving conditions. We anticipate that all-way stop control will improve the operational safety at this intersection.

Conclusions:

Application of study data revealed an all-way stop control is warranted at Bridletowne Circle at Beverly Glen Boulevard/Mall Driveway. Because of the width of Bridletowne Circle, we are recommending that this all-way stop control be supplemented with overhead flashing red beacons.

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Appendix 1
Compulsory Stops
Regulation to Be Enacted

Column 1

Column 2

Intersection

Stop Street

Bridletowne Circle
and Beverly Glen Boulevard

Bridletowne Circle

Mr. Ray Saarkoppel, area resident, appeared before the Community Council in opposition to the proposed all-way stop control.