



**STAFF REPORT
ACTION REQUIRED**

Renault Crescent and Griggsden Avenue – All-Way Stop Sign Installation

Date:	February 22, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services-Etobicoke York District
Wards:	Ward 2 – Etobicoke-North
Reference Number:	P#07042

SUMMARY

The purpose of this report is to seek Community Council’s approval to install an all-way stop control at the intersection of Renault Crescent and Griggsden Avenue (south intersection), in conjunction with the removal of the existing pedestrian crossover.

The proposed all-way stop control enhances traffic safety at this intersection by more clearly defining the right-of-way for all road users.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve an all-way stop control at the intersection of Renault Crescent and Griggsden Avenue (south intersection); and
2. The existing pedestrian crossover on Griggsden Avenue at the south intersection of Renault Crescent be removed in conjunction with the installation of the all-way stop.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$2,500.00

ISSUE BACKGROUND

The Transportation Services Division, received a request from Councillor Rob Ford, on behalf of an area resident, to investigate the feasibility of converting the south intersection of Renault Crescent and Griggsden Avenue from a two-way stop sign to an all-way stop control. A map of the area is Attachment No. 1.

COMMENTS

Renault Crescent and Griggsden Avenue are local roads located in the residential community north of Eglinton Avenue and east of Royal York Road. Right-of-way at the south intersection of Renault Crescent and Griggsden Avenue is controlled by stop signs on Renault Crescent. In addition, a pedestrian crossover (PXO) is located on the south approach of Griggsden Avenue. The posted speed limit on Renault Crescent is currently 40 km/h while Griggsden Avenue has a speed limit of 50km/h. Both streets are of an urban cross section which includes curb, gutter and sidewalks on both sides. All Saints elementary school is located to the west of the subject intersection at Royal York Road.

To determine the effectiveness of the PXO at the intersection of Renault Crescent and Griggsden Avenue, a pedestrian crossover observance study was conducted in November 2006. During this study we observed that the vast majority of motorists stopped, when required, at the pedestrian crossover. We also observed that 78% of pedestrians crossing within the PXO did not activate the PXO beacons. This unsafe practice is occurring despite the fact that the pedestrian crossover is clearly marked and instructional signs are located immediately at the crossover.

A study was also conducted to determine if an all-way stop was appropriate at this location. As outlined in Appendix A, the warrant requirements for the introduction of all-way stop controls are satisfied at the south intersection of Renault Crescent and Griggsden Avenue.

CONTACT

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SIGNATURE

John Niedra, P. Eng.
Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Appendix A
Attachment No. 1: Map

Appendix A

Study Location: Renault Crescent and Griggsden Avenue (south intersection)

Date: Thursday, November 23, 2006

Four-Hour Study Period 7:15 a.m. to 9:15 a.m. 3:00 p.m. to 5:00 p.m.	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	228	101	60/40
Warrant Requirements for Study Period	≥ 250	≥ 100	$\geq 30/70$ or $\leq 70/30$

To warrant the installation of an all-way stop control, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations:

1. “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”
or
2. “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-
Major/Minor Roads”.