

TORONTO STAFF REPORT

June 19, 2006

To: Etobicoke York Community Council

From: Director, Transportation Services - Etobicoke York District

Subject: Request for the Installation of an All-Way Stop Control at Kingsview Boulevard and Garview Court
(Ward 2 - Etobicoke North)

Purpose:

To present the results of an investigation for an all-way stop control at the intersection of Kingsview Boulevard and Garview Court.

Financial Implications and Impact Statement:

There are no financial implications associated with this report.

Recommendations:

It is recommended that this report be received for information.

Background:

Transportation Services Division staff attended a meeting with area residents and Councillor Rob Ford, Ward 2, Etobicoke North, to discuss the installation of an all-way stop control at the intersection of Kingsview Boulevard and Garview Court. Staff previously (2004) presented a report on this same issue. At the time, the report was received by Community Council. Studies have again been conducted at this intersection and the results are presented in this report. A map of the area is Attachment No. 1.

Comments:

Kingsview Boulevard and Garview Court are both classified as local roads with speed limits of 50 km/h in the area of the intersection. Sidewalks exist on all approaches. All-way stop controls exist to the east of this intersection at Kingsview Boulevard and Windsor Road, as well as at Kingsview Boulevard and York Road, and traffic control signals exist to the west at Kipling Avenue and Kingsview Boulevard. At the request of Councillor Ford, a centre line has recently been installed on Kingsview Boulevard. Kingsview Boulevard was also included in the “Watch Your Speed” program as part of our original 2004 investigation.

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council. Our study results reveal that the requirements for an all-way stop control are not achieved at this intersection.

Study Date: Monday, June 5, 2006
Study Location: Kingsview Boulevard and Garview Court

| Four-Hour Study Period | Total Approach Vehicle Volume | Vehicle/Pedestrian Volume Crossing Major Road | Unit Volume Split Major/Minor Roads |
|--|-------------------------------|---|-------------------------------------|
| Study Period Average | 173 | 3 | 98/2 |
| <i>Warrant Requirements for Study Period Average</i> | ≥ 250 | ≥ 100 | $\geq 30/70$ or $\leq 70/30$ |

These results are very similar to our study conducted previously at this intersection which was as follows:

Study Date: Tuesday, February 10, 2004

| Four-Hour Study Period | Total Approach Vehicle Volume | Vehicle/Pedestrian Volume Crossing Major Road | Unit Volume Split Major/Minor Roads |
|--|-------------------------------|---|-------------------------------------|
| Study Period Average | 172 | 2 | 99/1 |
| <i>Warrant Requirements for Study Period Average</i> | ≥ 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”

As outlined in the above tables, the warrant requirements are not achieved.

There are a number of reasons why staff does not recommend the installation of unwarranted All-Way Stop Controls. The main ones are listed below:

- i) When used at the right location and under the right conditions, the stop sign is one of the most valuable and effective control devices available to the traffic engineering profession.
- ii) Most motorists are reasonable and prudent with no intention of maliciously violating traffic regulations; however, when an unreasonable restriction is imposed, it does result in flagrant violations. With an average vehicle volume split of 98/2, we would anticipate a high level of stop sign disobedience if stop signs were installed on Kingsview Boulevard because motorists would rarely encounter traffic on Garview Court.
- iii) Unwarranted stop signs often result in an increase in speeds by motorists on either side of the stop sign to make up time for what they perceive as unnecessary delays.
- iv) If an all-way stop control was installed on Kingsview Boulevard at this location, motorists would now be required to stop in the front of homes in the area of the intersection. We have, in the past, received requests from residents for the removal of stop signs in front of their homes. Some residents feel that these controls will not only spoil the appearance of their homes, but they will also lose some privacy due to vehicles continually stopping in this area.
- v) The City has an obligation to provide services in an environmentally conscious manner. The installation of unwarranted stop controls not only undermines the Warrant but also contributes to unnecessary fuel consumption and higher levels of noise and air pollution. These pollutants most specifically impact those residents in the immediate vicinity of the intersection.

In addition to the all-way stop control warrant, a radar speed study was conducted on Kingsview Boulevard with study results as follows:

Study Date: Monday, June 5, 2006
Speed Limit: 50 Km/h

| Study Location | Speed Ranges – Km/h | | | | | 85 th * Percentile | Four-Hour Total |
|--|---------------------|------------|-----------|----------|----------|----------------------------------|--------------------|
| | 1 – 40 | 41 – 50 | 51 – 60 | 61 – 65 | > 65 | | |
| <i>Kingsview Blvd at Garview Court</i> | <i>112</i> | <i>196</i> | <i>54</i> | <i>6</i> | <i>2</i> | <i>49 km/h</i> | <i>370</i> |

* The 85th percentile (49 km/h) is the speed at or below which the majority of motorists feel comfortable travelling at under the existing roadway conditions.

Conclusions:

Transportation Services Staff have conducted comprehensive studies at the intersection of Kingsview Boulevard and Garview Court in 2004, and again in 2006. On both occasions staff determined that the intersection was operating in a safe manner. Our recent study in 2006 determined, and once again confirmed, that the installation of an all-way stop control is not warranted, and is therefore, again, not recommended.

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List of Attachments

Attachment No. 1: Map