



**STAFF REPORT  
ACTION REQUIRED**

**Elmhurst Drive and Hinton Road – All-Way Stop Control**

<b>Date:</b>	August 9, 2007
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 2 – Etobicoke North
<b>Reference Number:</b>	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070110-to – AFS5637

**SUMMARY**

The purpose of this report is to recommend the installation of an all-way stop control at the intersection of Elmhurst Drive and Hinton Road. The stop signs will enhance traffic safety given the restricted sight lines created by the curve on Elmhurst Drive, north of this intersection.

Although delegation of authority for All-Way Stop Controls has been granted to Community Council, both Elmhurst Drive and Hinton Road are Toronto Transit Commission (TTC) routes, therefore this matter requires the approval of City Council.

**RECOMMENDATIONS**

**Transportation Services recommend that City Council approve:**

1. The installation of an all-way stop control at the intersection of Elmhurst Drive and Hinton Road.

**Financial Impact**

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 700.00

**ISSUE BACKGROUND**

Councillor Rob Ford, Ward 2, Etobicoke North, on behalf of an area resident, requested Transportation Services staff to investigate the feasibility of implementing an all-way stop control at the intersection of Elmhurst Drive and Hinton Road. A map of the area is Attachment No. 1.

## **COMMENTS**

Elmhurst Drive is a residential collector road located in the community north of Rexdale Boulevard between Islington Avenue and Kipling Avenue, while Hinton Road is classified as a local road. The posted speed limit is 40 km/h. Elmhurst Drive is currently the through street with stop controls on Hinton Road. Both streets have sidewalks on both sides. A number of all-way stops currently exist along Elmhurst Drive at Brookmere Road, at Harefield Drive, and at Fordwich Crescent. The TTC operates bus service on both Elmhurst Drive and Hinton Road with stops on the southeast and southwest corner of this intersection.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2006, has shown that there have been no reportable collisions on Elmhurst Drive and Hinton Road.

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council based on collision history and traffic volume. Our study results are summarized in Appendix A. Although the technical warrants for the installation of an all-way stop control are not met in this instance, there are a number of compelling site conditions that impact operational safety and that merit additional consideration. Specifically, Elmhurst Drive has a sharp bend just north of Hinton Road that restricts visibility. Measures in the past have been taken to try to improve the sightlines at this location including the removal of a hedge and installation of intersection warning signs, however, sightlines, although adequate, continue to be of concern. In addition, as TTC buses do exit from Hinton Road onto Elmhurst Drive, and also turn left from Elmhurst Drive onto Hinton Road, this all-way stop will also safely accommodate these movements.

To improve the regulation of traffic and to enhance pedestrian safety, it is therefore recommended that an all-way stop control be installed at the intersection of Elmhurst Drive and Hinton Road. TTC has been advised and staff have not objected to this recommendation.

## **CONTACT**

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## **SIGNATURE**

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Director, Transportation Services - Etobicoke York District

## **ATTACHMENTS**

Attachment No 1: Map  
Appendix A

## APPENDIX A

### Warrants for All-way “Stop” Sign Control

Study location: Elmhurst Drive and Hinton Road

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	432	51	88/12
Warrant Requirements for Study Period Average	$\geq 375$	$\geq 150$	$\geq 30/70$ 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”