



Request for All-Way Stop Controls on Sanwood Boulevard, Canongate Trail and Area

Date:	March 12, 2007
To:	Scarborough Community Council
From:	Director, Transportation Services, Scarborough District
Wards:	Ward 39 – Scarborough Agincourt
Reference Number:	P:\2007\Cluster B\TRA\Scarborough\sc07018 D06-2305 Sanwood and Area Stop Signs

SUMMARY

This report provides the results of All-way stop control studies conducted at the intersections of Sanwood Boulevard and Gold Medal Road, Gold Medal Road and Shepton Way, Canongate Trail and Chapel Park Square/Coverdale Crescent, Canongate Trail and Holmbush Crescent (east) and Canongate Trail and New Forest Square/Elmfield Crescent.

Traffic studies reveal that the technical warrants for the installation of All-way stop controls are not met at any of the above listed intersections at this time.

RECOMMENDATIONS

Transportation Services, Scarborough District, recommends that:

1. All-way stop controls not be installed on Sanwood Boulevard at Gold Medal Road.
2. All-way stop controls not be installed on Shepton Way at Gold Medal Road.
3. All-way stop controls not be installed on Canongate Trail at Chapel Park Square/Coverdale Crescent.

4. All-way stop controls not be installed on Canongate Trail at Holmbush Crescent (east).
5. All-way stop controls not be installed on Canongate Trail at New Forest Square /Elmfield Crescent.

FINANCIAL IMPACT

There is no financial impact if Scarborough Community Council agrees with the staff recommendations.

ISSUE BACKGROUND

Further to a request from Councillor Mike Del Grande, Transportation Services staff investigated the feasibility of installing All-way stop controls at the intersection of Sanwood Boulevard and Gold Medal Road. Shortly thereafter, several other intersections along Canongate Trail and in the same area were also requested for All-way stop control review.

Justification for All-way stop controls is based on a technical warrant adopted by Council for use in the City of Toronto. The application of this warrant for both local and collector roadways is based on data compiled from four-hour traffic studies and field observations.

COMMENTS

Several factors describe the intersections of Sanwood Boulevard and Gold Medal Road and Shepton Way at Gold Medal Road, including:

- These intersections are located in the community west of Kennedy Road and south of Steeles Avenue East, more specifically south of Purcell Square.
- Sanwood Boulevard is a two-lane local road with a posted speed limit of 40 kilometres per hour and a daily traffic volume of approximately 2,250 vehicles per day.
- Shepton Way is a two-lane local road with an unposted speed limit of 50 kilometres per hour and a daily traffic volume of approximately 700 vehicles per day.
- Gold Medal Road, a two-lane local road, intersects with Sanwood Boulevard to the west and with Shepton Way to the east, each intersection controlled by a stop sign on Gold Medal Road.
- A playground is located on the southeast side of Gold Medal Road, and warning signs are posted in advance of this area to advise motorists of this playground.
- Sight lines for motorists exiting private driveways near the intersection of Sanwood Boulevard and Gold Medal Road are not optimal due to the road curvature and adjacent fences.

- If the staff recommendation is not accepted, and Scarborough Community Council chooses to recommend the installation of All-way stop controls at either of the noted intersections, the cost would be approximately \$600.00 per intersection.

Several factors describe the intersections of Canongate Trail and Chapel Park Square/Coverdale Crescent, Canongate Trail and Holmbush Crescent (east), Canongate Trail and New Forest Square/Elmfield Crescent, including:

- These intersections are located in the community west of Kennedy Road and immediately south of Steeles Avenue East.
- Canongate Trail is a two-lane collector road with a posted speed limit of 40 kilometres per hour and a daily traffic volume of approximately 3,000 vehicles per day.
- All-way Stop Control studies were conducted at the above three intersections in February 2006. These traffic control measures were not justified at that time.
- The results of the studies from last year are being presented again for comparison purposes.
- In order to update the data only the intersection of Canongate Trail and New Forest Square/Elmfield Crescent, due to its proximity to Kennedy Public School and its closeness to meeting the warrant was restudied.
- If the staff recommendation is not accepted, and Scarborough Community Council chooses to recommend the installation of All-way stop controls at any of the noted intersections, the cost would be approximately \$600.00 per intersection.

All-Way Stop Control Warrant Study

Traffic studies conducted at the intersections of Sanwood Boulevard and Gold Medal Road and Shepton Way at Gold Medal Road during the morning and afternoon peak hours of a typical weekday produced the following results:

All-Way Stop Control Warrant Study Period Average (Four-Hour Study)	A Total Approach Vehicle Volume	B Vehicle/Pedestrian Volume Crossing Major Road	C Unit Volume Split* Major/Minor Roads
Sanwood Boulevard and Gold Medal Road, Wed., Oct. 25, 2006	195	50	79/21
Shepton Way at Gold Medal Road Thurs., Feb. 8, 2007	53	24	64/36
Warrant Requirements For Study Period Average For Local Roads	≥ 250	≥ 100	≥ 30/70 or ≤ 70/30

* "Unit Volume Split": Major Road Volume – Vehicles only.
Minor Road Volume – Vehicles plus pedestrians crossing the major road.

Traffic studies conducted at the intersections of Canongate Trail Boulevard and Chapel Park Square/Coverdale Crescent, Canongate Trail at Holmbush Crescent (east) and Canongate Trail at Elmfield Crescent/New Forest Square during the morning and afternoon peak hours of a typical weekday produced the following results:

All-Way Stop Control Warrant Study Period Average (Four-Hour Study)	A Total Approach Vehicle Volume	B Vehicle/Pedestrian Volume Crossing Major Road	C Unit Volume Split* Major/Minor Roads
Canongate Trail at Chapel Park Square/Coverdale Crescent Wed., Feb. 8, 2006	236	57	77/23
Canongate Trail at Holmbush Crescent, East Intersection Thurs., Feb. 23, 2006	297	19	94/6
Canongate Trail at Elmfield Crescent/New Forest Square Thurs., Feb. 2, 2006	330	68	80/20
Canongate Trail at Elmfield Crescent/New Forest Square Wed., Feb. 21, 2007	354	79	79/21
Warrant Requirements For Study Period Average For Collector Roads	≥ 375	≥ 150	≥ 30/70 or ≤ 70/30

* "Unit Volume Split": Major Road Volume – Vehicles only.
Minor Road Volume – Vehicles plus pedestrians crossing the major road.

For All-way stop controls to be numerically justified, the traffic volume requirements for the "Study Period Average" must be completely satisfied in Categories A and C, or Categories B and C.

As outlined in the above tables, the traffic volumes do not meet the requirements to install All-way stop controls at any of the five subject intersections at this time.

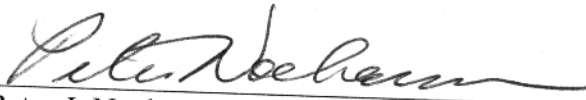
During the various study periods at each of the noted intersections, Transportation Services staff did not observe any conflicts between motorists or between motorists and pedestrians.

These observations are confirmed by our review of the Toronto Police Service collision records. Specifically, two collisions have been reported at these five intersections for the three-year period ending December 31, 2005. One collision at Canongate Trail and Chapel Park Square/Coverdale Crescent and the other at Canongate Trail and Elmfield Crescent/New Forest Square. However, neither of these collisions involved speeding or pedestrians trying to cross the major road at these intersections. These findings show, a relatively good safety record for both vehicular and pedestrian traffic, for the locations and the time periods examined.

CONTACT

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SIGNATURE



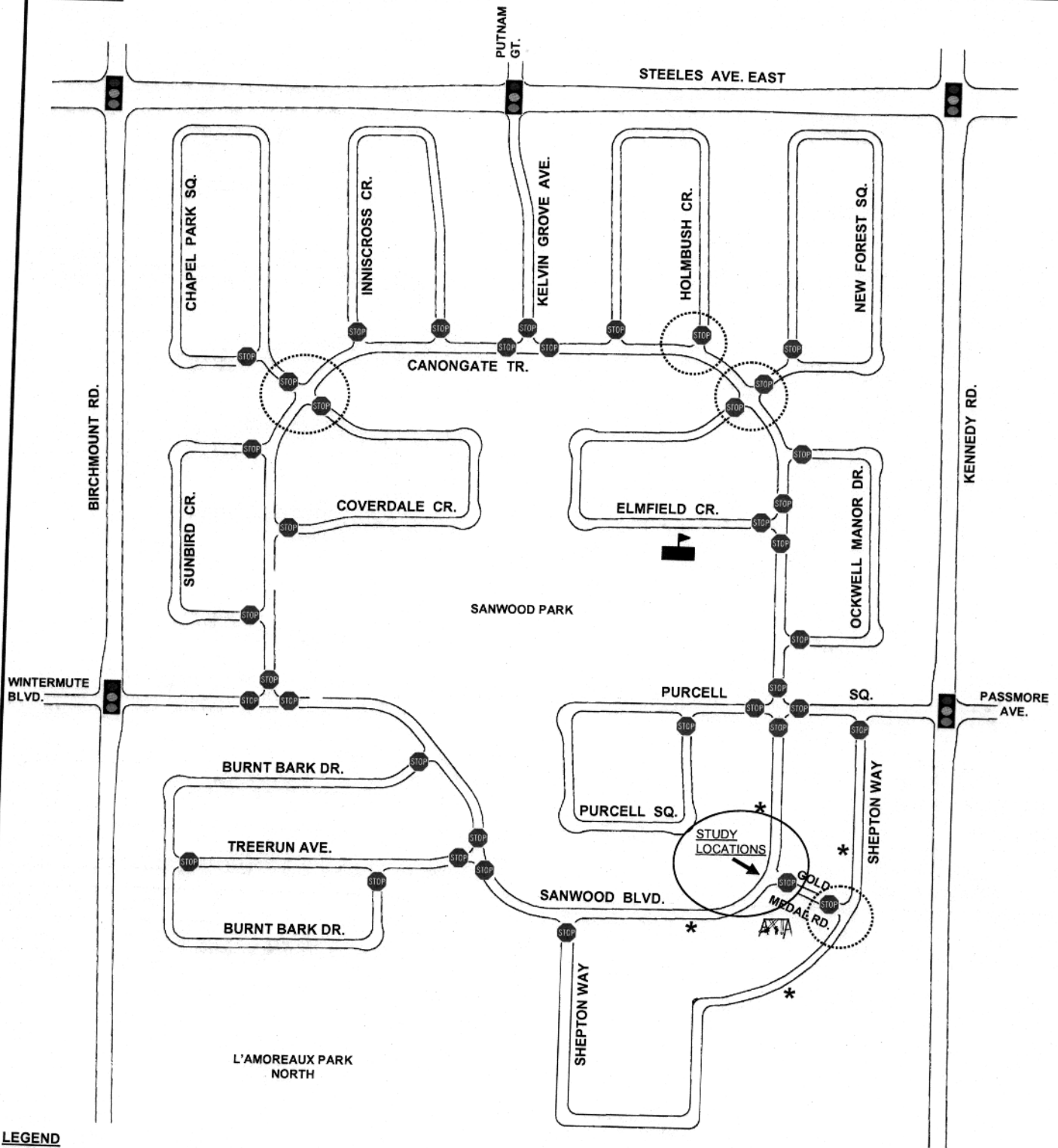
Peter J. Noehammer, P. Eng.
Director
Transportation Services, Scarborough District

JAB:ca

ATTACHMENTS

1. Location Plan (All-Way Stop Control Reviews - Sanwood Boulevard, Canongate Trail and Area).
2. Location Photographs (Existing Sight Line Conditions – Sanwood Boulevard and Gold Medal Road).
3. Location Photographs (Existing Sight Line Conditions – Sanwood Boulevard and Gold Medal Road).

AREA MAP



LEGEND

TRAFFIC CONTROL SIGNALS

STOP SIGN

* PLAYGROUND ADVANCE WARNING SIGN

KENNEDY PUBLIC SCHOOL

PLAYGROUND

SANWOOD BOULEVARD AT GOLD MEDAL ROAD

OTHER AREA INTERSECTIONS REVIEWED FOR ALL-WAY STOP CONTROLS



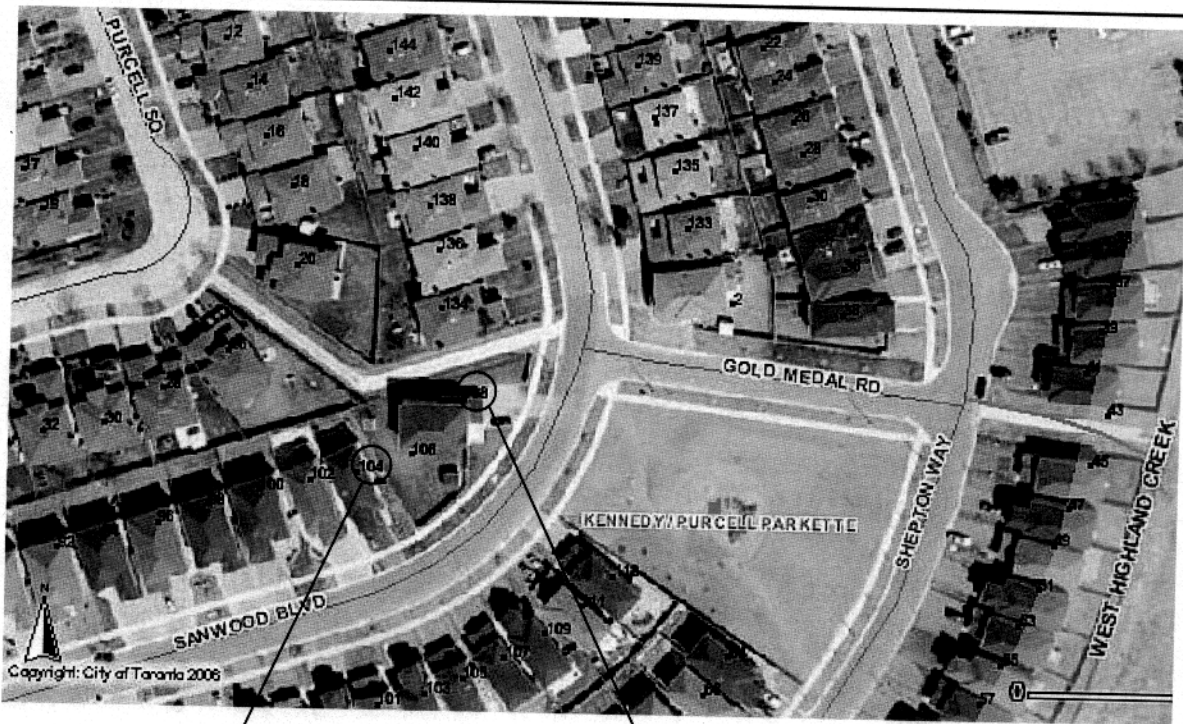
TRANSPORTATION SERVICES

TRAFFIC OPERATIONS
Scarborough District

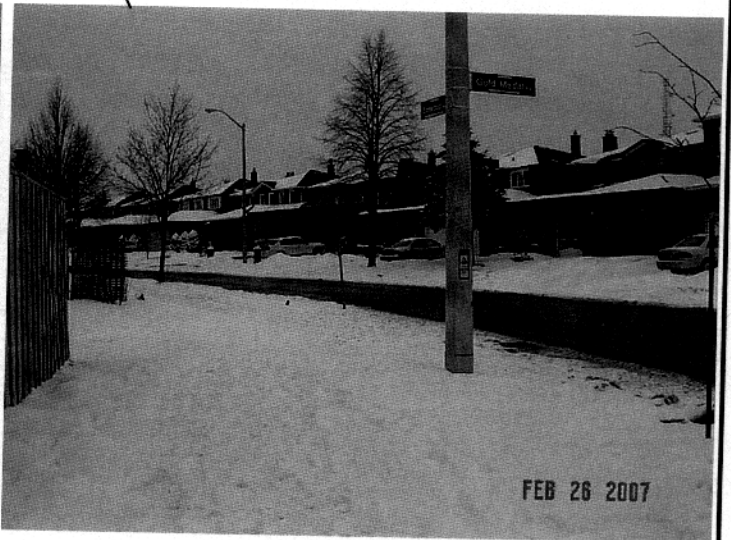
**ALL-WAY STOP CONTROL REVIEWS AT
SANWOOD BOULEVARD, CANONGATE TRAIL AND AREA**

SCALE	NTS
DATE	FEB. 2007
DRAFTING	JAB


FILE NUMBER D06 - 2305	
ATTACHMENT 1 of 3	WARD 39

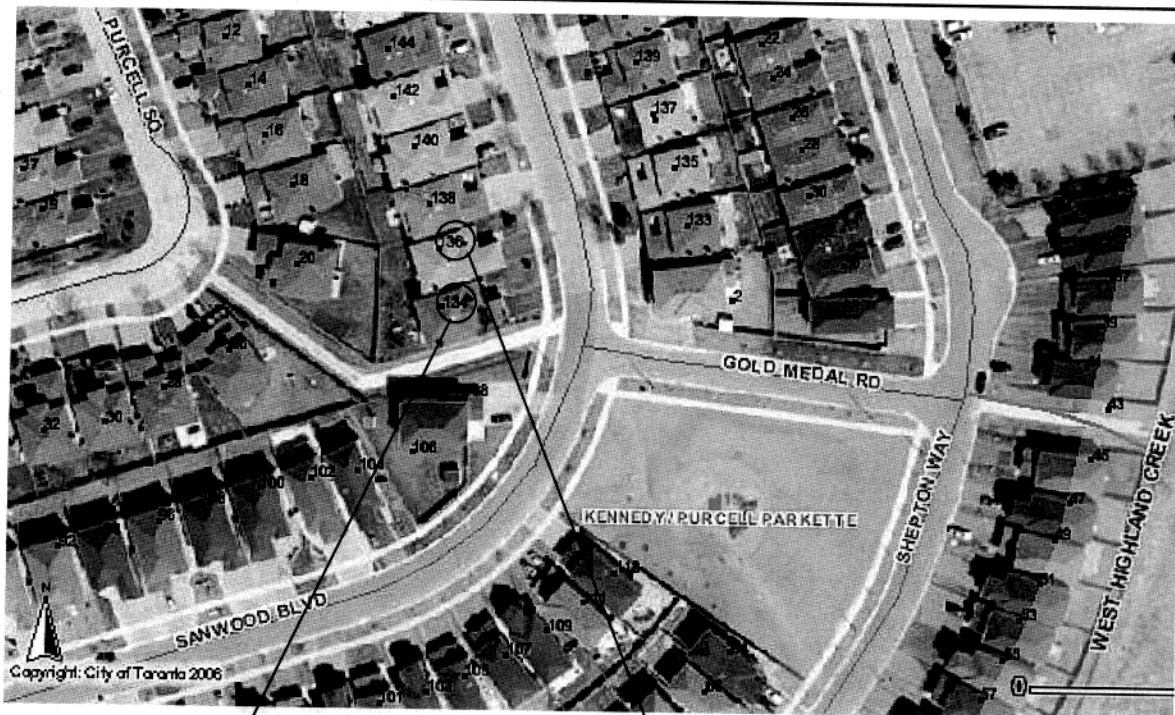


**LOOKING NORTH/EAST
FROM #104 SANWOOD BOULEVARD
DRIVEWAY**

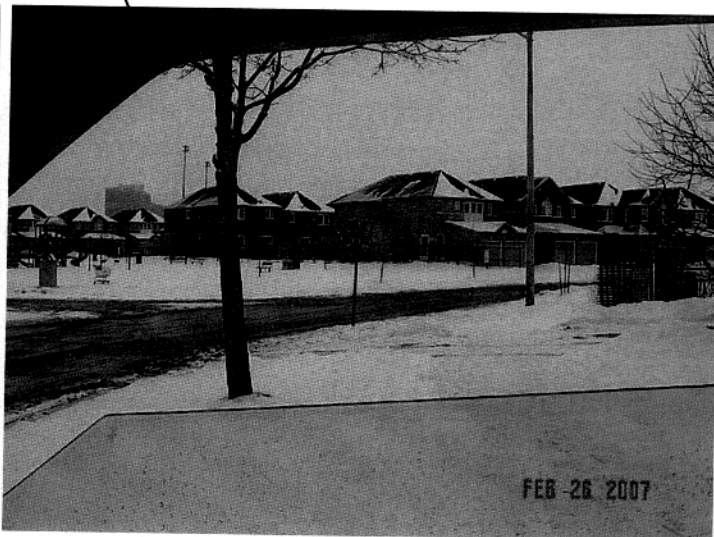


**LOOKING NORTH/EAST
FROM #108 SANWOOD BOULEVARD
DRIVEWAY**

 TORONTO TRANSPORTATION SERVICES		TRAFFIC OPERATIONS Scarborough District	
SCALE:	NTS	LOCATION PHOTOGRAPHS EXISTING SIGHT LINE CONDITIONS SANWOOD BOULEVARD AT GOLD MEDAL ROAD	FILE NUMBER:
DATE:	Feb. 26, 2007		D06-2305
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**LOOKING SOUTH
FROM #134 SANWOOD BOULEVARD
DRIVEWAY**



**LOOKING SOUTH
FROM #136 SANWOOD BOULEVARD
DRIVEWAY**



TRANSPORTATION SERVICES

**TRAFFIC OPERATIONS
Scarborough District**

SCALE:	NTS
DATE:	Feb. 26, 2007
DRAFTING:	FL, JAB

LOCATION PHOTOGRAPHS
EXISTING SIGHT LINE CONDITIONS
SANWOOD BOULEVARD AT GOLD MEDAL ROAD

FILE NUMBER: D06-2305	
ATTACHMENT 3 of 3	WARD 39