



## STAFF REPORT ACTION REQUIRED

### Glenhurst Avenue and Roseneath Gardens – All-Way Stop Control

<b>Date:</b>	December 3, 2007
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services Toronto - Etobicoke York District
<b>Wards:</b>	Ward 17 - Davenport
<b>Reference Number:</b>	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080007-to – AFS6663

#### SUMMARY

This staff report is about a matter which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval for the implementation of an all-way stop control at the intersection of Glenhurst Avenue and Roseneath Gardens, as the warrant requirements are met.

#### RECOMMENDATIONS

**Transportation Services recommend that Etobicoke York Community Council Approve:**

1. The installation of stop signs for eastbound and westbound traffic on Glenhurst Avenue at Roseneath Gardens, to implement an all-way stop condition.

#### Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

#### ISSUE BACKGROUND

At its meeting of September 10, 2007, Etobicoke York Community Council requested the Director, Transportation Services, Etobicoke York District, to investigate and report on the feasibility of installing an all-way stop control at the intersection of Glenhurst Avenue and Roseneath Gardens.

## **COMMENTS**

Glenhurst Avenue is a local road operating two-way eastbound and westbound with a speed limit of 50 km/h and a road width of 7.3 metres. Roseneath Gardens is a local street operating two-way with posted speed limits of 50 km/h and road widths of 8.5 metres forming a “T” type intersection with Glenhurst Avenue.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2006, did not show any collisions at the subject intersection.

Our study results reveal, as set in **Appendix A** attached, that the warrant requirements under Warrant “A” are not achieved. However, the warrant criteria under Warrant “B” have been achieved. In this regard, the subject intersection satisfies the operational elements for the implementation of an all-way stop control.

To improve the regulation of traffic and to enhance pedestrian safety, it is recommended that eastbound and westbound stop signs be installed on Glenhurst Avenue at Roseneath Gardens, in order to create an all-way stop condition at the intersection.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

Appendix A  
Attachment No. 1: Map

## APPENDIX A

The justification for the installation of an all-way stop control is based on the technical warrant adopted by Toronto City Council:

### Warrant “A”: Collision History

This warrant determines the average number of reported collisions per year over a three-year period of the type susceptible to correction by the use of all-way ‘Stop’ sign controls and where less restrictive measures have been tried and found inadequate. The warrant is met if the average number of collisions is greater than or equal to:

- (i) two for major roads considered as Local;
- (ii) three for major roads considered as Collector (AADT less than or equal to 6,000);  
or
- (iii) four for other roads

	Year 1	Year 2	Year 3	Average	Warrant ‘A’ Met
Three-year period	2004	2005	2006		
Number of Collisions	0	0	0	0	NO

### Warrant “B”: Traffic Volume

Two-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	135	111	55/45
Warrant Requirements for Study Period Average	≥250	≥100	≥30/70 or ≤70/30

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

- (a) “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”  
or
- (b) “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-Major/Minor Roads”