



**STAFF REPORT
ACTION REQUIRED**

Proposed Minor Street Stop Signs – Scarborough Crescent Area

Date:	May 20, 2008
To:	Scarborough Community Council
From:	Director, Transportation Services, Scarborough District
Wards:	Ward 36 – Scarborough Southwest
Reference Number:	P:\2008\Cluster B\TRA\Scarborough\sc08042 D07-1423 Scarboro Crescent Area Stop Signs

SUMMARY

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

This report responds to a request to install an All-Way Stop Control at the intersections of Kelsonia Avenue at Scarboro Crescent, and Scarboro Crescent at Glenridge Road/Cliffcrest Crescent, Highcliff Crescent, Cliffcrest Drive, Undercliff Drive and Romana Drive. The report shows that the six subject intersections failed to meet the required technical warrant for this type of traffic control.

Transportation Services staff reviewed the installation of minor street stop signs at three uncontrolled three-way intersections in the Cliffcrest Neighbourhood, namely on: Drake Crescent at Scarboro Crescent, Drake Crescent at Undercliff Drive, and Cecil Crescent at Undercliff Drive.

It is recommended that minor street stop signs be installed at these latter three uncontrolled three-way intersections to clearly define the right-of-way and to regulate traffic flow.

RECOMMENDATIONS

Transportation Services, Scarborough District, recommends that Scarborough Community Council:

1. Not approve the installation of an All-Way Stop Control at Kelsonia Avenue and Scarboro Crescent,
2. Not approve the installation of an All-Way Stop Control at Scarboro Crescent and Glenridge Road / Cliffcrest Crescent,
3. Not approve the installation of an All-Way Stop Control at Scarboro Crescent and Highcliff Crescent,
4. Not approve the installation of an All-Way Stop Control at Scarboro Crescent and Clifferest Drive,
5. Not approve the installation of an All-Way Stop Control at Scarboro Crescent and Undercliff Drive,
6. Not approve the installation of an All-Way Stop Control at Scarboro Crescent and Romana Drive,
7. Adopt the “Compulsory Stops” regulation, as identified in Appendix 1 of this report, and
8. Amend the appropriate by-law accordingly.

Financial Impact

The financial cost of installing these three recommended stop controls is approximately \$1,000.00. The funding for these stop controls is available in the Transportation Services 2008 Operating Budget, within Cost Centre TP0226.

ISSUE BACKGROUND

Further to a request from Councillor Brian Ashton, Transportation Services staff reviewed the feasibility of installing an All-Way Stop Control at the intersections of Kelsonia Avenue and Scarboro Crescent, and Scarboro Crescent at Glenridge Road/ Cliffcrest Crescent, Highcliff Crescent, Clifferest Drive, Undercliff Drive and Romana Drive.

The justification for the installation of an All-Way Stop Control is based on a technical warrant adopted by Council for use in the City of Toronto.

COMMENTS

The following characteristics describe the intersections of Kelsonia Avenue and Scarboro Crescent, and Scarboro Crescent at Glenridge Road/Cliffcrest Crescent, Highcliff Crescent, Cliffcrest Drive, Undercliff Drive and Romana Drive:

- The six subject intersections in the Cliffcrest Neighbourhood are located in the community east of Midland Avenue, south of Kingston Road. The posted speed limit on all subject two-lane local roadways is 40 km/h.
- The four-way intersection of Kelsonia Avenue and Scarboro Crescent is presently controlled by northbound and southbound stop signs on Scarboro Crescent. The daily traffic volume is 857 vehicles per day for Kelsonia Avenue and 1,457 vehicles per day for Scarboro Crescent. Sidewalks are located on both sides of each street at this intersection.
- The combined three-way intersection of Scarboro Crescent and Glenridge Road/Cliffcrest Crescent is presently controlled by westbound stop signs on Glenridge Road and Cliffcrest Crescent. The daily traffic volume is 1,457 vehicles per day for Scarboro Crescent. Sidewalks are located on all sides at this intersection.
- The three-way intersection of Scarboro Crescent and Highcliff Crescent is presently controlled by a westbound stop sign on Highcliff Crescent. The daily traffic volume is 851 vehicles per day for Scarboro Crescent. Sidewalks are located on all sides except the north side of Highcliff Crescent.
- The three-way intersection of Scarboro Crescent and Cliffcrest Drive is presently controlled by westbound stop sign on Cliffcrest Drive. The daily traffic volume is 851 vehicles per day for Scarboro Crescent. Sidewalks are located on all sides except the north side of Cliffcrest Drive.
- The three-way intersection of Scarboro Crescent and Undercliff Drive is presently controlled by a westbound stop sign on Undercliff Drive. The daily traffic volume is 851 vehicles per day for Scarboro Crescent. Sidewalks are located on the east side only of Scarboro Crescent.
- The three-way intersection of Scarboro Crescent and Romana Drive is presently controlled by eastbound stop sign on Romana Drive. The daily traffic volume is 851 vehicles per day for Scarboro Crescent. Sidewalks are located on the east side only of Scarboro Crescent.

All-Way Stop Control Warrant Study

The traffic studies conducted at the six subject intersections during the morning and afternoon peak hours of a typical weekday produced the following results:

All-Way Stop Control Warrant Four-Hour Study Period Average	A Total Approach Vehicle Volume	B Vehicle/Pedestrian Volume Crossing Major Road	C Unit Volume Split* Major/Minor Roads
Kelsonia Av. At Scarboro Cr. Wednesday, April 2, 2008	160	69	59/41
Scarboro Cr. At Glenridge Rd./ Cliffcrest Cr. Wednesday, April 2, 2008	112	41	66/34
Scarboro Cr. at Highcliff Cr. Monday, April 14, 2008	64	7	89/11
Scarboro Cr. at Cliffcrest Dr. Wednesday, April 2, 2008	56	10	83/17
Scarboro Cr. at Undercliff Dr. Monday, June 19, 2006 (Note: Two-Hour Study Period)	82	24	72/28
Scarboro Cr. at Romana Dr. Wednesday, April 2, 2008	40	29	44/56
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.

For an All-Way Stop Control 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 table, the traffic volumes do not meet the requirements to install an All-Way Stop Control at the six subject intersections at this time.

A review of the collision records revealed that no collisions potentially preventable by the installation of an All-Way Stop Control or involving pedestrians crossing Kelsonia Avenue or Scarboro Crescent were reported at the six subject intersections during the five-year period ending December 31, 2007.

Accordingly, based on the above-mentioned traffic study results, the six subject intersections appear to be operating in a safe and efficient manner with the existing stop signs (see attachment 2 for existing stop sign locations).

During this area intersection review, staff identified three uncontrolled three-way intersections. Accordingly, to provide stop sign uniformity and to encourage motorists to stop before the sidewalk to enhance pedestrian safety, minor street stop signs are recommended at the following three locations:

1. Drake Crescent at Scarboro Crescent
2. Drake Crescent at Undercliff Drive
3. Cecil Crescent at Undercliff Drive

When installed, the subject stop signs will help to clarify road right-of-way, regulate traffic flow and enhance public safety.

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SIGNATURE

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ATTACHMENTS

1. Appendix 1 – By-law Amendment (enact)
2. Location Plan (Area Map - Scarboro Crescent Area)

Appendix 1

“Compulsory Stops”
Regulation to be Enacted

Column 1
Intersection

Column 2
Stop Street

Drake Crescent and
Scarboro Crescent

Drake Crescent

Drake Crescent and
Undercliff Drive

Drake Crescent

Cecil Crescent and
Undercliff Drive

Cecil Crescent