



**STAFF REPORT  
ACTION REQUIRED**

**All-Way Stop Control Not Recommended –  
on Bonacres Avenue at Kimbolton Court and  
Reduced Speed Limit Issues on Bonacres Avenue**

<b>Date:</b>	September 18, 2008
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Transportation Services, Scarborough District
<b>Wards:</b>	Ward 44 – Scarborough East
<b>Reference Number:</b>	P:\2008\Cluster B\TRA\Scarborough\sc8077 D08-2824478 (D07-2433) Bonacres Kimbolton AWSC Speed

**SUMMARY**

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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 from an area resident to install an All-Way Stop Control at the intersection of Bonacres Avenue at Kimbolton Court and to implement a 40 km/h speed limit along Bonacres Avenue. The report shows that this intersection failed to meet the required technical warrant for this type of traffic control.

It is recommended that an All-Way Stop Control not be installed at Bonacres Avenue at Kimbolton Court since the subject intersection failed to meet the warrant for installation which was adopted by Council for use in the City of Toronto. It is also recommended not to implement a 40 km/h speed limit along Bonacres Avenue as per Council Policy. It is, however, recommended that a minor street stop sign be installed at the subject uncontrolled three-way intersection to clearly define the right-of-way and to regulate traffic flow.

Transportation Services staff also reviewed the installation of minor street stop signs at six other three way uncontrolled intersections in the Centennial Scarborough Neighbourhood, namely on: Brigadier Place at Bonacres Avenue, Ruddell Place at Ramblewood Drive, Whiteacres Avenue at Ramblewood Drive, Byford Street at Acheson Boulevard (west intersection), Byford Street at Acheson Boulevard (east intersection) and Boxhill Drive at Goldberry Square.

It is recommended that minor street stop signs be installed at all the subject uncontrolled three-way intersections to clearly define the right-of-way and to regulate traffic flow. Minor street stops will also encourage motorists to stop before the sidewalk to enhance pedestrian safety.

## **RECOMMENDATIONS**

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

1. Not approve the installation of an All-Way Stop Control at Bonacres Avenue at Kimbolton Court Drive;
2. Not approve the installation of a 40 km/hour speed limit regulation along Bonacres Avenue from Colonel Danforth Trail to Jean Dempsey Gate;
3. Adopt the “Through Streets” and “Compulsory Stops” regulations, as identified in Appendix 1 of this report; and
4. Amend the appropriate by-laws accordingly.

### **Financial Impact**

The financial cost of installing the recommended stop controls is approximately \$1,750.00. If an All-Way Stop Control were to be installed at Bonacres Avenue and Kimbolton Court, the additional financial cost is approximately \$500.00. The funding for these stop controls would be available in the Transportation Services 2008 Operating Budget, within Cost Centre TP0397.

### **ISSUE BACKGROUND**

Further to a request from an area resident, Transportation Services staff reviewed the feasibility of installing an All-Way Stop Control at the intersection of Bonacres Avenue at Kimbolton Court. The provision of a 40 km/h speed limit along Bonacres Avenue was also reviewed.

### **COMMENTS**

Several characteristics describe the subject intersection:

- The intersection of Bonacres Avenue at Kimbolton Court is presently uncontrolled and located in the Centennial Scarborough Neighbourhood south of Lawrence Avenue East and west of Meadowvale Road.
- Bonacres Avenue is a local two-lane roadway with an unsigned speed limit of 50 kilometres per hour.
- Sidewalks are located on both sides of Bonacres Avenue and Kimbolton Court.

An All-Way Stop Control is not recommended Bonacres Avenue at Kimbolton Court, since the subject intersection failed to meet the warrant for an All-Way Stop Control installation, as adopted by Council for use in the City of Toronto.

**All-Way Stop Control Warrant Study**

A traffic study conducted at the intersection of Bonacres Avenue at Kimbolton Court during the morning and afternoon peak hours of a typical weekday (Thursday, May 22, 2008) produced the following results:

All-Way Stop Control Warrant	A Total Approach Vehicle Volume	B Vehicle/Pedestrian Volume Crossing Major Road	C Unit Volume Split* Major/Minor Roads
Two-Hour Study Period Average	41	15	69/31
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 subject intersection at this time.

A review of the collision records revealed that no collisions were reported at this intersection during the five-year period ending December 31, 2007. This record shows there is no indicative collision problem at this site at this time.

Accordingly, based on the above-mentioned traffic study results, this intersection is operating in a safe and efficient manner and as such, an All-Way Stop Control is not recommended at the subject intersection. Nonetheless, a compulsory stop sign on Bonacres Avenue at Kimbolton Court will help to define the right-of-way at this intersection.

In addition to the above intersection, staff identified six other three-way uncontrolled intersections in the immediate area with similar characteristics. Accordingly, to provide stop sign uniformity, and for the same safety reasons as above, minor street stop signs are recommended at these six additional intersections.

### Speed Limit on Local Roads

A reduction in the posted speed limit along Bonacres Avenue is not recommended, since the subject road failed to meet the 40 km/h Speed Limit Warrant. The 40 km/h Speed Limit Warrant, as adopted by Council for use in the City of Toronto, evaluates four different criteria in the both Pedestrian Environment and the Road and Traffic Environment. Since this roadway does not abut an elementary school or parkland that abuts an elementary school, nor satisfies other key criteria that would set this road apart from other typical local roads with relatively low traffic volumes and speeds, the existing unsigned 50km/h speed limit is appropriate for Bonacres Avenue.

Automated traffic count studies taken at locations both north and south of Kimbolton Court on Bonacres Avenue during a typical weekday (Wednesday, May 21, 2008) produced the following results:

Direction of Travel	Speed Ranges – Km/h					Total Vehicles 24 Hours	85 <sup>th</sup> Percentile Speed
	1 - 40	41 - 50	51 - 60	61 - 65	> 65		
By #48 Bonacres Avenue, north of Kimbolton Crescent	195	207	46	7	1	456	50 km/h
By #76 Bonacres Avenue, south of Kimbolton Crescent	191	136	48	5	2	382	50 km/h

The 85<sup>th</sup> percentile speed is the speed at or below which the majority of motorists are travelling. This generally reflects the speed at which most motorists feel comfortable travelling on a given section of roadway, taking into consideration traffic volumes and surrounding conditions.

The recorded 85<sup>th</sup> percentile speed of 50 km/h respectively, in both the northbound and southbound directions is not indicative of a safety problem at this time. The existing unsigned 50 km/h speed limit is consistent with the traffic environment of the community.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

1. Appendix 1 – By-law Amendment (Enact)
2. Location Plan (Proposed Stop Signs –Bonacres Avenue And Area)

Appendix 1

“Through Streets”  
Regulations to be Enacted

(In Column 1) <u>Highway</u>	(In Column 2) <u>From</u>	<u>To</u>
Bonacres Avenue	Colonel Danforth Trail	Jean Dempsey Gate
Ramblewood Drive	Meadowvale Road	South end of Ramblewood Drive

“Compulsory Stops”  
Regulations to be Enacted

(In Column 1) <u>Intersection</u>	(In Column 2) <u>Stop Street</u>
Byford Street and Acheson Boulevard (west intersection)	Byford Street (west intersection)
Byford Street and Acheson Boulevard (east intersection)	Byford Street (east intersection)
Boxhill Drive and Goldberry Square	Boxhill Drive