



STAFF REPORT ACTION REQUIRED

Spring Garden Road and Fernalroy Boulevard – All-Way Stop Control

Date:	May 19, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090099-to

SUMMARY

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

The purpose of this report is to recommend the installation of an all-way stop control at the intersection of Spring Garden Road and Fernalroy Boulevard.

The all-way stop control will enhance traffic safety given the restricted sight lines created by the intersection geometry and a mature tree located in the parkette at the southeast corner of Spring Garden Road and Fernalroy Boulevard.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. The installation of an all-way stop control at the intersection of Spring Garden Road and Fernalroy Boulevard.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 500.00

ISSUE BACKGROUND

Councillor Peter Milczyn, on behalf of area residents, requested Transportation Services staff to investigate the feasibility of implementing an all-way stop control at the intersection of Spring Garden Road and Fernalroy Boulevard. A map of the area is Attachment 1.

COMMENTS

Spring Garden Road is a local road operating two-way with a speed limit of 40 km/h and a road width of 6.7 metres. Fernalroy Boulevard is local road operating two-way with a posted speed limit of 30 km/h and a road width of 6.4 metres forming a skewed “T” type intersection with Spring Garden Road. Fernalroy Boulevard currently has physical traffic calming (i.e. speed humps). There are no sidewalks on Spring Garden Road or on Fernalroy Boulevard. The intersection is controlled by a stop control on Fernalroy Boulevard.

Toronto Police Service collision records for a three-year period ending December 31, 2008, indicate that there have been no reported collisions at the intersection of Spring Garden Road and Fernalroy Boulevard.

The justification for the installation of an all-way stop control is based on technical warrants 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 compelling site conditions that impacts operational safety and that merit additional consideration. Specifically, there is a mature tree in the parkette at the southeast corner of Spring Garden Road and Fernalroy Boulevard that restricts visibility. In addition, the intersection design is skewed which compounds the visibility issue. Observations conducted by staff at the intersection revealed northbound motorists pulling out into the intersection in order to obtain better sightlines to the east. On the basis that the volume split is in excess of 30%, makes the need for an all-way stop condition at this location, more imperative.

Given the sight restrictions caused by the roadway geometry and the location of the mature tree in the parkette, it is recommended that an all-way stop control be installed at the intersection of Spring Garden Road and Fernalroy Boulevard to improve operating conditions and enhance traffic safety for all road users.

CONTACT

Joe Sousa, Transportation Services - Etobicoke York District

Tel: (416) 394-8432 Fax: (416) 394-8942

E-mail: jsousa@toronto.ca

AFS10122

SIGNATURE

John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment 1: Map

Appendix A

APPENDIX A

Warrants for All-way “Stop” Sign Control

Study location: Spring Garden Road and Fernalroy Boulevard (minor or stop street)

Date: Wednesday, May 6, 2009

Four-Hour Study Period 7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m.	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	59	20	68/32
Warrant Requirements for Study Period Average	≥ 250	≥ 100	$\geq 30/70$ 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”