



STAFF REPORT ACTION REQUIRED

Bywood Drive and Cedarland Drive – All-Way Stop Control

Date:	October 7, 2009
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 4 – Etobicoke Centre
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090135-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 present the results of an investigation for the installation of an all-way stop control at the intersection of Bywood Drive and Cedarland Drive. A staff assessment has determined that the criteria for the installation of an all-way stop for this location have been achieved. Specifically, the minimum warrant requirements are met at this intersection.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. The installation of an all-way stop control at the intersection of Bywood Drive and Cedarland Drive as the warrant requirements are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$300.00

COMMENTS

Transportation Services, as a result of a request from a motorist, investigated the feasibility of implementing an all-way stop control at the intersection of Bywood Drive and Cedarland Drive. A map of the area is Attachment 1.

Bywood Drive and Cedarland Drive are two-way local residential roads located between Kipling Avenue and Islington Avenue, south of Rathburn Road. Both roads contain posted 40 km/h speed limits. The road has a rural cross section (i.e. ditches and swales) with an average pavement width of approximately 6.1 metres. The existing stop control is located on Bywood Drive for east/west traffic. Neither road has sidewalks.

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council based on collision history and traffic volume. Our study results are summarized in Appendix A and reveal that the technical warrants for the installation of an all-way stop control are met in this instance.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2008, has shown that there have been no reportable collisions at Bywood Drive and Cedarland Drive.

Based on the compliance of the all-way stop warrants, staff recommends that an all-way stop control be approved for installation at the intersection of Bywood Drive and Cedarland Drive. The proposed stop signs will enhance traffic safety and operations at this location and we anticipate good compliance based on the excellent vehicle volume split between the two roads.

CONTACT

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SIGNATURE

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Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix A
Attachment 1: Map

APPENDIX A

Warrants for All-way “Stop” Sign Control

Study location: Bywood Drive and Cedarland Drive

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	174	109	43/57
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”