



## STAFF REPORT ACTION REQUIRED

### Burrard Road and Caulfield Road – All-Way Stop Control

<b>Date:</b>	September 16, 2009
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 2 – Etobicoke North
<b>Reference Number:</b>	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090136-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 Burrard Road and Caulfield Road. A staff assessment has determined that the criteria for the installation of an all-way stop for this location have not been achieved. Specifically, the minimum warrant requirements are not met at this intersection due to the low traffic volumes entering from the minor streets and the good safety record.

#### RECOMMENDATIONS

**Transportation Services recommends that:**

1. An all-way stop control not be installed at the intersection of Burrard Road and Caulfield Road as the warrant requirements are not achieved.

#### Financial Impact

There are no financial implications resulting from the adoption of this report.

#### COMMENTS

Councillor Rob Ford, Ward 2, Etobicoke North, on behalf of area residents, requested Transportation Services staff to investigate the feasibility of implementing an all-way stop control at the intersection of Burrard Road and Caulfield Road. In addition, it was requested that the driveway to the plaza located on the west side of Burrard Road also be included. However, since the offset is substantial, it could not operate as one intersection with Caulfield Road. A map of the area is Attachment 1.

Burrard Road and Caulfield Road are two-way local residential roads built to urban standards with 50 km/h speed limits. The existing stop control is located on Caulfield Road. Burrard Road has sidewalks on both sides while Caulfield Road does not have any sidewalks. An all-way stop control exists at the next intersection to the south (Hadrian Drive).

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. Despite the fact that the volumes for both Caulfield Road and the private driveway were combined, the technical warrants for the installation of an all-way stop control are still not met in this instance.

A review of the Toronto Police Service collision records over a five-year period ending December 31, 2008, has shown that there have been no reportable collisions at Burrard Road and Caulfield Road that would be considered preventable with the installation of an all-way stop. However, there has been one collision in which the collision report indicated that the driver was exceeding the speed limit. This collision was classified as a single motor vehicle collision in which the only person in the vehicle received fatal injuries after striking a boulevard tree. However, other underlying circumstances may have contributed to the collision, including the driver having been drinking and was not properly licensed.

To address concerns regarding vehicle speeds, automatic speed and volume studies were conducted on Burrard Road south of Caulfield Road. These study results reveal that most motorists travel at speeds less than the 50 km/h speed limit with an average speed of 44 km/h and an 85<sup>th</sup> percentile speed of 51 km/h. The 85<sup>th</sup> percentile is the speed at or below which the majority of motorists feel comfortable travelling under the existing roadway conditions. The 24-hour volume was recorded as 2,892 vehicles

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

Appendix A  
Attachment 1: Map

## APPENDIX A

### Warrants for All-way “Stop” Sign Control

Study location: Burrard Road and Caulfield Road

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	211	37	83/17
Warrant Requirements for Study Period Average	$\geq 250$	$\geq 100$	$\geq 30/70$ 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”