



**STAFF REPORT
ACTION REQUIRED**

**Rustic Road and Liscombe Road – All-Way STOP
Control**

Date:	January 15, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 12 – York South-Weston
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100036-to

SUMMARY

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

The purpose of this report is to present the results of a study regarding the installation of an all-way STOP control at the intersection of Rustic Road and Liscombe Road. A staff assessment concludes that the criteria for installing an all-way STOP at this location are not achieved.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. An all-way STOP control not be installed at the intersection of Rustic Road and Liscombe Road as the warrant requirements have not been met.

Financial Impact

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

ISSUE BACKGROUND

Councillor Frank Di Georgio, on behalf of area residents, requested that Transportation Services staff review the possible installation of an all-way STOP control at the intersection of Rustic Road and Liscombe Road. A map of the area is Attachment 1.

COMMENTS

According to the City of Toronto's road classification system, Rustic Road and Liscombe Road are classified as "local" roads with 40 km/h speed limits. Liscombe Road meets Rustic Road forming a three-way intersection, with the STOP control on the Liscombe Road approach. Sidewalks are located on both sides of Rustic Road. There are no sidewalks on either side of Liscombe Road.

The justification for installing an all-way STOP control is based on a technical warrant adopted by Toronto City Council. The warrant is based on crash history and traffic volume. Our study results are summarized in Appendix A. The technical warrants for all-way STOP controls are not met at this location, and no vehicle or pedestrian conflicts were observed during our study.

A review of the Toronto Police Service crash records for this intersection show no reported crashes over the three-year period ending on September 30, 2009.

To address the concerns regarding speed and volume, studies were conducted on Rustic Road. The results of these studies are described in the following tables:

Count Date: 1 December, 2009						
Location	Rustic Road, between Stella Street and Liscombe Road, both ways.			Rustic Road, between Liscombe Road and Hysel Road, both ways.		
Time Period	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)	Traffic Volume (Veh/Hour)	85 th %-tile Speed (km/h)	10 km/h Pace (km/h)
a.m. Peak Hour	260	47	36-45	212	49	41-50
p.m. Peak Hour	217	52	41-50	194	51	41-50
Total 24 Hour	2121	52	41-50	1996	51	41-50

The 85th percentile speed and 10 km/h pace speed are statistical measures of free-flow vehicular operating speed. The 85th percentile speed is the vehicle operating speed at or below which 85 percent of all traffic is moving. Studies show that crash rates are lowest at or around the 85th percentile speed. The 10 km/h pace speed represents the speed range containing the highest number of speed observations.

We wish to emphasise that STOP controls define right-of-way. Empirical evidence shows that all-way STOP controls, especially when installed at low volume locations such as this, have little significant impact on vehicle operating speeds or traffic volume, encourage non-compliance, waste fuel and increase vehicle noise and emissions.

Based on the foregoing, we do not recommend installing all-way STOP controls at this intersection.

CONTACT

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SIGNATURE

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ATTACHMENTS

Appendix A

Attachment 1: Map

Attachment 2: Aerial Photo

Attachment 3: Aerial Photo

APPENDIX A

Warrants for All-way “STOP” Sign Control

Study location: Rustic Road (local) and Liscombe Road (local)

Date: Tuesday, January 12, 2009

Four-Hour Study Period 7:30 a.m. to 9:30 a.m. 3:30 p.m. to 5:30 p.m.	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	225	55	76/24
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”.