



STAFF REPORT ACTION REQUIRED

Kinloss Road and Kennebec Crescent – Stop Control

Date:	April 29, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke North
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100086-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 recommend installing a STOP control at the west approach to the Kinloss Road/Kennebec Crescent intersection.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. Installing a STOP control on Kinloss Road at Kennebec Crescent.

Financial Impact

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

ISSUE BACKGROUND

Transportation Services received a request from Councillor Rob Ford to install a STOP sign at the uncontrolled intersection of Kinloss Road at Kennebec Crescent. A map of the area is Attachment 1.

COMMENTS

Kinloss Road and Kennebec Crescent are 8.5 metre wide two-way local roads built to urban standards with speed limits of 50 km/h. There are sidewalks on both sides of these streets. The surrounding area consists mainly of single family homes.

The intersection of Kinloss Road at Kennebec Crescent is an uncontrolled “T” type intersection located in the community to the north of Rexdale Boulevard, west of Islington Avenue. Since there are no traffic control devices at this intersection, right-of-way is determined by the basic “right-of-way rule”. The rule, states that in Section 135(2) & (3) of the Highway Traffic Act, “...every driver approaching an intersection shall yield the right-of-way to any vehicle in the intersection that has entered from an intersecting highway” and “...when two vehicles enter the intersection from intersecting highways at approximately the same time, the driver on the left shall yield the right-of-way to the vehicle on the right.”

To assess traffic conditions at the intersection, a peak hour observation was conducted in which all movements were recorded. Although we did not observe any conflicts within the intersection, our observations show that the minimum recommended sight triangle specified for uncontrolled intersections by the Transportation Association of Canada (TAC) is obstructed by an existing fence at 3 Kinloss Road. As a result, uncontrolled operation of this intersection is no longer practical. Due to the existing sight distance limitations a STOP control is recommended at the west intersection approach.

CONTACT

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SIGNATURE

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ATTACHMENTS

Appendix A

Attachment 1: Map

Attachment 2: Aerial Photo

Attachment 3: Intersection Photo

APPENDIX A

Turning Movement Count Summary

**Kinloss Road and Kennebec Crescent
8:00 a.m. to 9:00 a.m.**

Kinloss Road (eastbound)	Kennebec Crescent (northbound)	Kennebec Crescent (southbound)	Total Volume
6	4	12	22