



STAFF REPORT ACTION REQUIRED

All-Way Stop Controls Not Recommended – on Farmbrook Road at Chestermere Boulevard and Farmbrook Road at Cheyenne Drive

Date:	August 18, 2009
To:	Scarborough Community Council
From:	Acting Director, Transportation Services, Scarborough District
Wards:	Ward 38 – Scarborough Centre
Reference Number:	P:\2009\Cluster B\TRA\Scarborough\sc09057 D08-2949807 AWSC Farmbrook/Chestermere/Cheyenne

SUMMARY

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

The purpose of this report is to advise on the feasibility on installing all-way stop controls at two intersections in Ward 38.

It is recommended that an all-way stop control not be installed at neither Farmbrook Road at Chestermere Boulevard nor at Farmbrook Road at Cheyenne Drive since the subject intersections failed to meet the warrant for installation which was adopted by Council for use in the City of Toronto.

RECOMMENDATIONS

Transportation Services, Scarborough District, recommends that Scarborough Community Council:

1. Not approve the installation of all-way stop controls at the intersection of Farmbrook Road at Chestermere Boulevard.
2. Not approve the installation of all-way stop controls at the intersection of Farmbrook Road and Cheyenne Drive.
3. Not pass or amend the appropriate by-law(s) accordingly.

FINANCIAL IMPACT

There is no financial impact associated with this report; however, the financial cost of installing these new all-way stop controls per location is approximately \$600.00 and the cost for installation at both locations is approximately \$1,200.00. Funding for these compulsory signs is available in the Transportation Services 2009 Operating Budget, within Cost Centre TPO397.

ISSUE BACKGROUND

Further to a request from Councillor Glenn De Baeremaeker, Transportation Services staff reviewed the feasibility of all-way stop controls at the intersections of Farmbrook Road at Chestermere Boulevard and at the intersection of Farmbrook Road and Cheyenne Drive.

COMMENTS

Several characteristics describing the subject intersections of Farmbrook Road at Chestermere Boulevard and Farmbrook Road and Cheyenne Drive include:

- Each of the noted t-type intersections is presently controlled by stop signs on the minor approaches of Chestermere Boulevard and Cheyenne Drive at their respective intersections with Farmbrook Road.
- The land use on Farmbrook Road is single family dwellings.
- Farmbrook Road is a two-lane local road with a posted speed limit of 40 kilometres per hour and a traffic volume of approximately 650 vehicles per day (vpd), with an 85th percentile speed of approximately 45 km/h.
- Farmbrook Road has a pavement width of approximately 8.5 metres.

The following comments outline the main reasons why an all-way stop control should only be installed when it is technically justified:

- Most motorists are reasonable and prudent with no intention of maliciously violating traffic regulations. However, when unreasonable restrictions are imposed, it may result in flagrant violations. In such cases, stop signs can, in fact give pedestrians a false sense of security and can encourage attitudes of contempt in a motorist. These two attitudes can and often do conflict, ultimately which undermines safety for both pedestrians and motorists.
- Unwarranted stop signs often result in an increase in speeds by motorists to make up time for what they perceive as unnecessary delays.
- In view of the City's obligation to provide services in an environmentally conscious manner, the installation of unwarranted stop controls also contributes to unnecessary fuel consumption and higher levels of noise and air pollution. These pollutants most specifically impact those residents in the immediate vicinity of the intersection.

A traffic study conducted at the intersection of Farmbrook Road at Chestermere Boulevard and at Farmbrook Road at Cheyenne Drive during the morning and afternoon peak hours of a typical weekday (Monday, September 29, 2008 morning peak and Thursday, October 23, 2008 afternoon peak) produced the following results:

All-Way Stop Control Warrant (Two-Hour Study Period Average)	A Total Approach Vehicle Volume	B Vehicle/Pedestrian Volume Crossing Major Road	C Unit Volume Split* Major/Minor Roads
Farmbrook Road at Chestermere Boulevard	104	75	47/53
Farmbrook Road at Cheyenne Drive	72	17	81/19
Warrant Requirements For Study Period Average For Local Roads	≥ 250	≥ 100	≥ 30/70 or ≤ 70/30

* “Unit Volume Split”: Major Road Volume – Vehicles only.
 Minor Road Volume – Vehicles plus pedestrians crossing the major road.

For an All-Way Stop Control to be numerically justified, the traffic volume requirements for the “Study Period Average” must be completely satisfied in Categories A and C, or Categories B and C.

As outlined in the above table, the traffic volumes do not meet the requirements to install an all-way stop control at the subject intersection at this time.

A review of the collision records revealed that no collisions were reported at either of these intersections during the five-year period ending December 31, 2007. This record shows there is no indicative collision problem at either of these sites at this time.

In fact, the installation of an all-way stop control at Farmbrook Road and Cheyenne Drive would actually be dangerous as this location is only 60 metres east of the stop control at Bellamy Road North and Farmbrook Road. We are concerned that such an installation will cause rear-end collisions, especially eastbound approaching Cheyenne Drive.

However, should the intersection of Farmbrook Road and Chestermere Boulevard be warranted for all-way stop control in the future, it would be a suitable location.

Accordingly, based on the above-mentioned traffic study results, these intersections are operating in a safe and efficient manner and as such, all-way stop controls are not recommended at either of the subject intersections.

CONTACT

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SIGNATURE

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ATTACHMENTS

1. Location Plan (Stop Signs Study – Farmbrook Road and Area)