TORONTO

STAFF REPORT
ACTION REQUIRED

All-Way Stop Controls Not Recommended – Hiscock Boulevard and Scranton Road

Date:	April 23, 2010
To:	Scarborough Community Council
From:	Acting Director, Transportation Services, Scarborough District
Wards:	Ward 38 – Scarborough Centre
Reference Number:	P:\2010\Cluster B\TRA\Scarborough\sc1051 D10-3671919 (old D09-3442827) Hiscock Scranton awsc

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 of installing an All-Way Stop Control at this intersection in Ward 38.

It is recommended that an All-Way Stop Control not be installed at Hiscock Boulevard and Scranton Road since the subject intersection failed to meet the required All-Way Stop Control warrants 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 an All-Way Stop Control at the intersection of Hiscock Boulevard and Scranton Road.

2. 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 a new All-Way Stop Control is approximately $700.00. Funding for these compulsory signs is available in the Transportation Services 2010 Operating Budget, within Cost Centre TPO397.

ISSUE BACKGROUND

Further to a request, Transportation Services staff reviewed the feasibility of an all-way stop control at the intersection of Hiscock Boulevard and Scranton Road.

COMMENTS

Several characteristics describing the subject intersection of Hiscock Boulevard and Scranton Road include:

- The noted t-type intersection is presently controlled by an eastbound stop sign on the minor approach of Scranton Road at Hiscock Boulevard.
- The land use on both Scranton Road at Hiscock Boulevard is mainly single family dwellings.
- Hiscock Boulevard is a two-lane collector road with a posted speed limit of 40 kilometres per hour and a traffic volume of approximately 1,900 vehicles per day (vpd), with an 85th percentile speed of approximately 46 km/h.
- Hiscock Boulevard and Scranton Road both have a pavement width of approximately 8.6 metres.

A traffic study conducted at the intersection of Hiscock Boulevard and Scranton Road during the morning and afternoon peak hours of a typical weekday (Thursday, October 15, 2009) 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
Hiscock Boulevard at Scranton Road	177	54	71/29
Warrant Requirements For Study Period Average For Collector Roads	≥ 375	≥ 150	≥ 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.

In recent years (from January 1, 2005 to December 31, 2009) there has been two police recorded collision at this intersection. Both collisions involved drivers losing control in poor weather conditions on snowy or icy roads. One of the collisions was also related to the driver being impaired and both collisions involved area residents. None of the collisions involved pedestrians. This record shows that there is no indicative collision problem at this time that would potentially be improved by an All-Way Stop Control and none of the collisions would have been prevented by an All-Way Stop Control.

Accordingly, based on the above-mentioned traffic study results, this intersection is operating in a safe and efficient manner and as such, an All-Way Stop Control is not recommended.

CONTACT

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SIGNATURE

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ATTACHMENTS

1. Location Plan (All-Way Stop Control Study – Hiscock Boulevard at Scranton Road)