



## STAFF REPORT ACTION REQUIRED

### Proposed All-Way Stop Control – Inglewood Drive and Sighthill Avenue

<b>Date:</b>	February 11, 2010
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Toronto Centre-Rosedale, Ward 27
<b>Reference Number:</b>	Ts10014te.top.doc.

#### SUMMARY

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

Transportation Services is requesting approval from Toronto and East York Community Council to introduce an all-way stop control at the intersection of Inglewood Drive and Sighthill Avenue.

#### RECOMMENDATIONS

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**Transportation Services recommends that Toronto and East York Community Council:**

1. Approve a stop sign to be installed for westbound and eastbound traffic on Inglewood Drive at Sighthill Avenue.

#### FINANCIAL IMPACT

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Division Interim 2010 Operating Budget	\$500.00

## ISSUE BACKGROUND

Transportation Services reviewed the need for all-way stop control at the intersection of Inglewood Drive and Sighthill Avenue, in response to a request from members of the Moore Park Residents Association (M.P.R.A.), in consultation with Councillor Kyle Rae. The M.P.R.A. expressed safety concerns about the crossing environment for pedestrians at this intersection.

In 2007 Transportation Services evaluated this street for speed humps and the feasibility for an all-way stop control at the request of M.P.R.A. It was determined that an all-way stop control was not technically warranted but that speed humps were technically warranted. However, local residents did not support this initiative and no further action was taken at that time.

## COMMENTS

Inglewood Drive at Sighthill Avenue operates two-way (westbound and eastbound) with a pavement width of 8.5 metres. Sighthill Avenue at Inglewood Drive operates two-way (northbound and southbound) with a pavement width of 7.3 metres. The speed limit for both streets is 40 km/h. These streets meet to form a standard "T"-type intersection. A stop sign is posted on Sighthill Avenue at Inglewood Drive for northbound traffic. This sign is clearly visible and in good repair. There is no TTC service on either Inglewood Drive or Sighthill Avenue.

Transportation Services reviewed the Toronto Police Services' collision data records for the period from January 1, 2007 to December 31, 2009 and disclosed no reported collisions that were attributed to a right-of-way conflict.

In order for all-way stop control to be justified at an intersection, established warrant criteria must be satisfied. The criteria, as adopted by City Council, include such factors as right-of-way conflicts, collision history, vehicular and pedestrian usage of the intersection.

Transportation Services re-evaluated this location in October of 2009 and applied the results of the vehicle/pedestrian study and the updated collision records of the Toronto Police Service to the all-way stop installation criteria. The results are as follows:

Intersection	Present Condition	Minimum Vehicle Volume (Required 250 Vehs/hr Each of 4 Peak Hrs)	Combined Vehicle and Pedestrian Crossing Volume (Required 100 Units/hr)	Volume Split (<70%/30)	Collision Hazard ( $\geq 2$ preventable per year))	All-way "Stop" Warrants Satisfied (Yes/No)
Inglewood Drive and Sighthill Avenue	"Stop" sign on Inglewood Drive	Actual: 276 Vehs./hr.	Actual: 83 Units/hr.	70% /30%	0 / yr.	Yes

Based on the amount of vehicles entering this intersection and the volume split obtained, the installation of an all-way stop control at Inglewood Drive and Sighthill Avenue is supported by the technical criteria adopted by City Council.

**CONTACT**

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**SIGNATURE**

Peter Noehammer, P.Eng.  
Director, Transportation Services

**ATTACHMENT**

Drawing No. 421F-9925, dated February 2010

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