



**STAFF REPORT
ACTION REQUIRED**

Traffic Concerns – Bicknell Avenue and Rotherham Avenue

Date:	May 10, 2016
To:	Etobicoke York Community Council
From:	Director, Transportation Services, Etobicoke York District
Wards:	Ward 12 – York South-Weston
Reference Number:	p:\2016\Cluster B\TRA\EtobicokeYork\eycc160085-to

SUMMARY

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

This report summarises the results of our investigation into installing an All-Way Stop control at the intersection of Bicknell Avenue and Rotherham Avenue. Our review shows that the criteria to justify installing an All-Way Stop are not satisfied.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. All-Way Stop Controls NOT be installed at the intersection of Bicknell Avenue and Rotherham Avenue.

Financial Impact

Adopting the above-noted recommendation does not result in any financial impact; however, if Etobicoke York Community Council decides to approve installing all-way "Stop" control devices at the above mentioned location, the following financial impact will result:

1. The estimated cost for installing the all-way "Stop" control will be \$600.00. This can be accommodated within funds allocated by City Council as part of the Transportation Services Operating Budget, subject to competing priorities and funding availability.

ISSUE BACKGROUND

The Ward Councillor, on behalf of area residents, requested Transportation Services to investigate the feasibility of installing an all-way stop control at the intersection of Bicknell Avenue and Rotherham Avenue. A map of the area is Attachment 1.

COMMENTS

Bicknell Avenue is classified in the City's Road Classification System as a "collector" road with a speed limit of 40 km/h. Rotherham Avenue is classified as a "local" road that runs in an east-west direction and is equipped with stop controls. The speed limit on Rotherham Avenue is 50 km/h. George Harvey Collegiate Institute is located on the east side of Bicknell Avenue, south of Rotherham Avenue. Entrance to the school and the "school bus loading zone" is located on Bicknell Avenue further south from the intersection. As a result, there is no major traffic impact at the intersection of Bicknell Avenue and Rotherham Avenue.

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 collision history and traffic volume. The technical warrants for all-way stop controls are not met at this location. In addition, no vehicle or pedestrian conflicts were observed during our investigation. Our study results are summarized in Appendix A.

A review of the past three year (period ending December 31, 2015) Toronto Police Service collision records for this intersection indicate a good safety record with one reported collision where a westbound driver failed to yield right of way to a motorist headed southbound on Bicknell Avenue. No personal injuries nor major property damages were reported.

We wish to emphasize that stop controls define right-of way. Empirical evidence shows that all-way stop controls when installed, especially, at low volume locations such as this, have little significant impact on vehicles 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

Geena Yadav, Traffic Engineering – Etobicoke York District

Tel: (416) 394-5426 Fax: (416) 394-8942

E-mail: gyadav@toronto.ca

AFS23237

SIGNATURE

Steven T. Kodama, P.Eng.

Director, Transportation Services – Etobicoke York District

ATTACHMENTS

Appendix A: Warrants for "All-Way Stop" sign control

Attachment 1: Map

APPENDIX A

Warrant for All-Way Stop Control

Study location: Bicknell Avenue and Rotherham Avenue

Study Date – September 24, 2014

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
7:00 a.m. to 8:00 a.m.	139	19	86/14
8:00 a.m. to 9:00 a.m.	257	33	88/12
4:00 p.m. to 5:00 p.m.	300	53	83/17
5:00 p.m. to 6:00 p.m.	277	53	81/19
Study Period Average	243	40	84/16
<i>Warrant Requirements For Study Period Average</i>	≥ 250	≥ 100	$\leq 70/30$ or $\geq 30/70$

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 of the above three categories:

1. “Total Approach Vehicle Volume” and “Unit Volume Split – Major/Minor Roads”

or

2. “Vehicle/Pedestrian Volume Crossing Major Road” and “Unit Volume Split - Major/Minor Roads”