

## **All-Way Stop Control - Rosemount Avenue and MacDonald Avenue**

**Date:** November 30, 2016  
**To:** Etobicoke York Community Council  
**From:** Director, Transportation Services, Etobicoke York District  
**Wards:** Ward 11 – York South-Weston

### **SUMMARY**

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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 present the results of a study regarding the installation of an all-way stop control at the intersection of Rosemount Avenue and MacDonald Avenue. A staff assessment concludes that the criteria for installing an all-way stop at this location are not achieved.

### **RECOMMENDATIONS**

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The Director, Transportation Services, Etobicoke York District recommends that:

1. Etobicoke York Community Council not approve the installation of all-way stop controls at the intersection of Rosemount Avenue and MacDonald Avenue.

### **FINANCIAL IMPACT**

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There are no financial implications resulting from the adoption of this report.

### **DECISION HISTORY**

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This report addresses a new initiative.

## COMMENTS

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The Ward Councillor, as a result of a request from area residents, requested that Transportation Services staff investigate an all-way stop control at the intersection of Rosemount Avenue and MacDonald Avenue. A map of the area is Attachment 1.

Rosemount Avenue is a two-lane road classified in the City's Road Classification System as a "Collector" roadway. MacDonald Avenue is also a two-lane road classified in the City's Road Classification System as a "Local" road. These streets are located east of Weston Road, north of Lawrence Avenue West. The legal speed limit on Rosemount Avenue is 30 km/h and MacDonald Avenue is 40 km/h. Currently, a stop sign control is located on MacDonald Avenue at Rosemount Avenue for westbound vehicles. CR Marchant Middle School is located on the north east corner of the subject intersection.

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, specifically, the insufficient traffic entering the intersection, and no vehicle or pedestrian conflicts were observed during our study.

In addition to our all-way stop control studies, staff conducted a review of the Toronto Police Services collision records for the past three years for which we have complete data (January 1, 2013 to December 31, 2015). The results of this review indicate a good safety record and the Toronto Police Service collision records indicate that there have been no reported collisions at this intersection.

We wish to emphasise that stop controls define right-of-way. Empirical evidence shows that all-way stop controls, especially when installed at low volume locations such as this, have little significant impact on vehicle operating speeds or traffic volume on either side of the control, encourage non-compliance, waste fuel and increase vehicle noise and emissions.

Based on the foregoing, we do not recommend installing an all-way stop control at this intersection.

## CONTACT

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Larysa Sereda  
Engineering Technologist - Etobicoke York District  
Tel: 416-394-8435  
Fax: 416-394-8942  
E-Mail: [larysa.sereda@toronto.ca](mailto:larysa.sereda@toronto.ca)  
[AFS24116](#)  
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## **SIGNATURE**

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Steven T. Kodama, P.Eng.  
Director, Transportation Services, Etobicoke York District

## **ATTACHMENTS**

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Appendix A:           Warrant for All-Way Stop Control  
Attachment 1:       Area Map (Rosemount Avenue and MacDonald Avenue)

## APPENDIX A

### 1.0 All-Way Stop Control

Location: Rosemount Avenue and MacDonald Avenue

Study Date: November 1, 2016

Four Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads*
7:30 a.m. to 8:30 a.m.	108	80	47/53
8:30 a.m. to 9:30 a.m.	187	57	71/29
4:00 p.m. to 5:00 p.m.	92	56	54/46
5:00 p.m. to 6:00 p.m.	83	27	70/30
Study Period Average	118	55	61/39
Warrant Requirements	$\geq 375$	$\geq 150$	$\geq 30/70$ or $\leq 70/30$

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:

"Total Approach Vehicle Volume" and "Unit Volume Split – Major/Minor Roads"

Or

"Vehicle/Pedestrian Volume Crossing Major Road" and "Unit Volume Split - Major/Minor Roads"

# 1. Area Map (Rosemount Avenue and MacDonald Avenue)

