

Clause embodied in Report No. 8 of the Scarborough Community Council, as adopted by the Council of the City of Toronto at its meeting held on July 24, 25 and 26, 2001.

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**All-Way Stop Control - Centennial Road at
Clemes Drive/Conference Boulevard
(Scarborough East - Ward 44)**

(City Council on July 24, 25 and 26, 2001, adopted this Clause, without amendment.)

The Scarborough Community Council recommends the adoption of the following report (June 20, 2001) from the Director of Transportation Services, District 4:

Purpose:

To report the results of an all-way stop control study conducted at the intersection of Centennial Road and Clemes Drive/Conference Boulevard.

Financial Implications and Impact Statement:

The \$500.00 (approximate) funds associated with the installation of stop signs is available in the Transportation Services 2001 budget, Cost Centre No. TP0226.

Recommendations:

It is recommended that:

- (1) the proposed all-way stop signs on Centennial Road at Clemes Drive/Conference Boulevard, as identified in Appendix 1 of this report be adopted; and
- (2) the appropriate by-law be amended accordingly.

Background:

As a result of a request from Councillor Moeser, Transportation Services investigated the need for an all-way stop control at the intersection of Centennial Road and Clemes Drive/Conference Boulevard.

Comments:

Centennial Road and Conference Boulevard are classified as collector roads. Clemes Drive which is located on the west side of Centennial Road is classified as a local road. All three streets have 50 km/h speed limits. St. Brendan Catholic School is located on the west side of Centennial Road, immediately north of Clemes Drive. A pedestrian crossover exists on

Centennial Road at D'Arcy Magee Crescent, approximately 200 metres north of Clemes Drive/Conference Boulevard.

All-Way Stop Control

The justification for the installation of an all-way stop control (AWSC) is based on a technical warrant recently adopted by Toronto City Council. The analysis of this warrant is based on data compiled from a four-hour traffic study.

Study Date: Tuesday, January 23, 2001

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.	300	117	62/38
8:00 a.m. to 9:00 a.m.	592	289	55/45
3:00 p.m. to 4:00 p.m.	445	206	58/42
4:00 p.m. to 5:00 p.m.	372	133	67/33
Study Period Average	427	186	60/40
Warrant Requirements For Study Period Average	≥ 375	≥ 150	≥ 30/70 or ≤ 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:

(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".

As outlined in the above table, all three categories completely satisfied the warrant requirements, therefore, an all-way stop control is warranted.

Our three-year review of the collision history, January 1, 1998 to December 31, 2000, reveals that no collisions have been reported at the intersection of Centennial Road and Clemes Drive/Conference Boulevard.

Conclusions:

In summary, our traffic studies reveal that an all-way stop control is warranted at the intersection of Centennial Road and Clemes Drive/Conference Boulevard.

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Appendix 1

“Compulsory Stops”
Regulation to be Enacted

Column 1

Column 2

Intersection

Stop Street

Centennial Road and
Clemes Drive/Conference Boulevard

Centennial Road