



**STAFF REPORT  
ACTION REQUIRED**

**Ennerdale Road and Holmesdale Road - All-Way Stop Control**

<b>Date:</b>	May 26, 2011
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Acting Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 17 – Davenport
<b>Reference Number:</b>	p:\2011\Cluster B\TRA\EtobicokeYork\eycc110096-to

**SUMMARY**

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 Ennerdale Road and Holmesdale Road. A staff assessment concludes that the criteria for installing an all-way stop at this location are not achieved.

**RECOMMENDATIONS**

**Transportation Services recommends that:**

1. Etobicoke York Community Council not approve the installation of all-way stop controls at the intersection of Ennerdale Road and Holmesdale Road.

**Financial Impact**

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

**ISSUE BACKGROUND**

The Ward Councillor, on behalf of area residents, requested that Transportation Services staff install all-way stop controls at the intersection of Ennerdale Road and Holmesdale Road. A map of the area is Attachment 1.

## **COMMENTS**

The intersection of Ennerdale Road and Holmesdale Road is located north of Rogers Road and west of Dufferin Street. Ennerdale Road and Holmesdale Road are classified as “local” roads with legal speed limits of 40 km/h. Ennerdale Road meets Holmesdale Road forming a three-way intersection, with the stop control on the Holmesdale Road approach.

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

A review of the Toronto Police Service collision records for this intersection show no reported incidents over the three-year period ending on December 31, 2010.

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, 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**

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## **SIGNATURE**

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## **ATTACHMENTS**

Appendix A: Warrant for All-Way "Stop" Sign Control  
Attachment 1: Map

## APPENDIX A

### Warrant for All-Way Stop Control

Study location: Ennerdale Road and Holmesdale Road (minor street)

Study Date – April 14, 2011

<b>Four-Hour Study Period</b>	<b>Total Approach Vehicle Volume</b>	<b>Vehicle/Pedestrian Volume Crossing Major Road</b>	<b>Unit Volume Split Major/Minor Roads</b>
7:30 a.m. to 8:30 a.m.	133	28	79/21
8:30 a.m. to 9:30 a.m.	150	30	81/19
4:00 p.m. to 5:00 p.m.	138	49	70/30
5:00 p.m. to 6:00 p.m.	160	35	80/20
Study Period Average	<b>145</b>	<b>36</b>	<b>78/22</b>
<i>Warrant Requirements For Study Period Average</i>	$\geq 250$	$\geq 100$	$\geq 30/70$ 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:

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”**