All-Way Stop Control - Shendale Drive and Norfield Crescent

Date: March 7, 2012
To: Etobicoke York Community Council
From: Acting Director, Transportation Services - Etobicoke York District
Wards: Ward 2 – Etobicoke North
Reference Number: p:\2012\Cluster B\TRA\EtobicokeYork\eycc120046-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 recommend the installation of an all-way stop control at the intersection of Shendale Drive and Norfield Crescent.

A staff assessment has determined that the criteria for the installation of an all-way stop control are achieved at the intersection.

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

1. The installation of an all-way stop control at the intersection of Shendale Drive and Norfield Crescent.

Financial Impact

<table>
<thead>
<tr>
<th>Type of Funding</th>
<th>Source of Funding</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available within current budget</td>
<td>Transportation Services Operating Budget</td>
<td>$500.00</td>
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</tbody>
</table>

ISSUE BACKGROUND
The Ward 2 Councillor, on behalf of area residents, requested Transportation Services staff to investigate the feasibility of implementing an all-way stop control at the intersection of Shendale Drive and Norfield Crescent. A map of the area is Attachment 1.
COMMENTS
Shendale Drive and Norfield Crescent are two-lane roads classified in the City’s Road Classification System as “Local” roadways. These streets are located in the residential community north of Highway 401 between Albion Road and Islington Avenue. Both roadways have an urban cross-section which includes curb, gutter and sidewalks on both sides of the street. A Pedestrian Crossover is located 153 metres west of the intersection to facilitate crossings of school children from St. Stephen Elementary School and The Elms Junior Middle School. Some of the school children also frequently cross Shendale Drive in the vicinity of Norfield Crescent. The legal speed limit on Shendale Drive and Norfield Crescent is 40 km/h and 50 km/h respectively. Currently there is a stop sign control for northbound motorists on Norfield Crescent.

The justification for the installation of an all-way stop control is subject to a technical warrant adopted by Toronto City Council based on collision history and traffic volume. Based on the findings of our study, the intersection of Shendale Drive and Norfield Crescent meet the necessary criteria for all-way stop controls. Our study results are summarized in Appendix A.

Toronto Police Service collision records for a three-year period ending December 31, 2010, indicate a good safety record with two reported collisions at the intersection of Shendale Drive and Norfield Crescent.

To improve the management of traffic, it is recommended that all-way stop controls be installed at the intersection of Shendale Drive and Norfield Crescent.

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SIGNATURE

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

ATTACHMENTS
Appendix A
Attachment 1: Map
APPENDIX A

**Warrants for All-way “Stop” Sign Control**

Study location: Shendale Drive and Norfield Crescent

<table>
<thead>
<tr>
<th>Four-Hour Study Period</th>
<th>Total Approach Vehicle Volume</th>
<th>Vehicle/Pedestrian Volume Crossing Major Road</th>
<th>Unit Volume Split Major/Minor Roads</th>
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<tbody>
<tr>
<td>Study Period Average</td>
<td>275</td>
<td>116</td>
<td>60/40</td>
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<tr>
<td>Warrant Requirements for Study Period Average</td>
<td>≥250</td>
<td>≥100</td>
<td>≥30/70 or ≤70/30</td>
</tr>
</tbody>
</table>

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:

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