STAFF REPORT
ACTION REQUIRED

All-Way Stop Control Study – Knightsbridge Road and Rosalind Crescent

<table>
<thead>
<tr>
<th>Date:</th>
<th>October 12, 2012</th>
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<tbody>
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<td>To:</td>
<td>Scarborough Community Council</td>
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<tr>
<td>From:</td>
<td>Director, Transportation Services, Scarborough District</td>
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<tr>
<td>Wards:</td>
<td>Ward 35 – Scarborough Southwest</td>
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<tr>
<td>Reference Number:</td>
<td>P:\2012\Cluster B\TRA\Scarborough\sc12100 D12-4759158 Knightsbridge Rosalind AWSC</td>
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SUMMARY

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

This report responds to a request from Councillor Michelle Berardinetti to review the feasibility of installing an All-Way Stop Control at the intersection of Knightsbridge Road and Rosalind Crescent. The report shows that this intersection did not meet the required technical warrant for this type of traffic control.

It is recommended that an All-Way Stop Control not be installed on Knightsbridge Road at Rosalind Crescent as the numerical study values did not meet the warrant for installation of an All-Way Stop Control.

RECOMMENDATIONS

Transportation Services recommends that Scarborough Community Council:

1. Not approve the installation of an All-Way Stop Control at the intersection of Knightsbridge Road and Rosalind Crescent.

2. Not pass or amend the appropriate by-law(s) accordingly.

Financial Impact

There would be no financial impact associated with the staff recommendation regarding the unwarranted all-way stop control; however, if an All-Way Stop Control were to be approved, the financial cost of installing the two additional stop signs and associated
pavement markings would be approximately $500.00. The funding for such stop signs would be available in the Transportation Services 2012 Operating Budget, within Cost Centre TP0397.

ISSUE BACKGROUND
Further to a request from Councillor Michelle Berardinetti, Transportation Services staff reviewed the feasibility of installing an All-Way Stop Control at the intersection of Knightsbridge Road and Rosalind Crescent. The report shows that this intersection did not meet the required technical warrant for this type of traffic control.

COMMENTS
Key characteristics describing the intersection of Knightsbridge Road and Rosalind Crescent include:

- This intersection is located within the community west of Pharmacy Avenue, east of Victoria Park Avenue, south of Eglinton Avenue East, and north of St. Clair Avenue East.
- Knightsbridge Road is a two-lane east-west local road with a posted speed limit of 40 kilometres per hour and a daily traffic volume of approximately 1,274 vehicles per day. It has an 85th percentile speed of 44 km/h.
- Rosalind Crescent is a two-lane, north-south local road with an unposted speed limit of 50 kilometres per hour.
- Both these local roadways experience vehicle volumes in the lower range of local road volumes (under 2,500 vehicles per day).
- There are sidewalks on both sides of Knightsbridge Road and Rosalind Crescent.
- A public school is located on the north side of Knightsbridge Road at Rosalind Crescent.
- The land uses in this neighbourhood are single family residential with a school.

An All-Way Stop Control cannot be recommended on Knightsbridge Road and Rosalind Crescent since the subject intersection did not meet the warrant for an All-Way Stop Control installation.

All-Way Stop Control Warrant Study
A traffic study conducted at the intersection of Knightsbridge Road and Rosalind Crescent during the morning and afternoon peak hours of a typical weekday, (Monday, May 28, 2012), produced the following results:

<table>
<thead>
<tr>
<th>All-Way Stop Control Warrant</th>
<th>A: Total Approach Vehicle Volume</th>
<th>B: Vehicle/Pedestrian Volume Crossing Major Road</th>
<th>C: Unit Volume Split* Major/Minor Roads</th>
</tr>
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<tbody>
<tr>
<td>Two-Hour Study Period Average</td>
<td>112</td>
<td>54</td>
<td>62/38</td>
</tr>
<tr>
<td>Warrant Requirements For Study Period Average For Local Roads</td>
<td>≥ 250</td>
<td>≥ 100</td>
<td>≥ 30/70 or ≤ 70/30</td>
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* “Unit Volume Split”: Major Road Volume – Vehicles only. Minor Road Volume – Vehicles plus pedestrians crossing the major road.
For an All-Way Stop Control to be numerically justified, the traffic volume requirements for the “Study Period Average” must be completely satisfied in Categories A and C, or Categories B and C.

As outlined in the above table, the traffic volumes do not meet the requirements to install an All-Way Stop Control at the subject intersection at this time.

It should be noted that notwithstanding the current non-compliance with the numerical warrants and staff not being able to recommend an all-way stop control on Knightsbridge Road and Rosalind Crescent, this could be a suitable location for an all-way stop in the future if warranted, as the vehicle volume splits approach desired levels. The spacing to adjacent controls is acceptable and the unit vehicle volume splits indicate that a reasonable amount of compliance with this stop control could be anticipated.

A review of the collision records revealed that there were only two collisions reported at this intersection during the five-year period ending December 31, 2011. None of these collisions were considered potentially preventable by the installation of an All-Way Stop Control.

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SIGNATURE

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Peter J. Noehammer, P.Eng.
Director, Transportation Services, Scarborough District

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ATTACHMENTS

1. Location Plan (All-Way Stop Control Study - Knightsbridge Road and Rosalind Crescent)