All-Way Stop Control - Holberg Street and Norfield Crescent

Date: April 12, 2013
To: Etobicoke York Community Council
From: Director, Transportation Services - Etobicoke York District
Wards: Ward 2– Etobicoke North
Reference Number: p:\2013\Cluster B\TRA\EtobicokeYork\eycc130068-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 obtain approval for the implementation of an all-way stop control at the intersection of Holberg Street and Norfield Crescent.

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

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

1. Installing all-way stop controls at the intersection of Holberg Street and Norfield Crescent as the requirements of the All-Way Stop Control Warrant are achieved.

Financial Impact

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

Transportation Services received a request through 311 Toronto (from an area resident) to investigate the feasibility of implementing an all-way stop control at the intersection of Holberg Street and Norfield Crescent. A map of the area is Attachment 1.

**COMMENTS**

Holberg Street and Norfield Crescent are classified as local roads in the residential community located east of Islington Avenue and south of Elmhurst Drive. Both roadways have an urban cross-section which includes curb, gutter and sidewalks on both sides of the road. There is a stop control facing eastbound traffic on Holberg Street. The legal speed limit for both roads is 50 km/h.

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. Our study results are summarized in Appendix A. The intersection of Holberg Street and Norfield Crescent meet the necessary criteria for an all-way stop control.

A review of the Toronto Police Service collision records reveals that there have been no reported collisions at the intersections of Holberg Street and Norfield Crescent over the past three years (January 1, 2010 to December 31, 2012).

To improve the management of traffic, it is recommended that all-way stop controls be installed at the intersections of Holberg Street and Norfield Crescent.

**CONTACT**

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**SIGNATURE**

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

**ATTACHMENTS**

Attachment 1: Map
APPENDIX A

Warrants for All-way “Stop” Sign Control

Study location: Holberg Street and Norfield Crescent (minor or stop street)

Date: Tuesday, March 26, 2013

<table>
<thead>
<tr>
<th>Four-Hour Study Period 7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m.</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>201</td>
<td>110*</td>
<td>46/54</td>
</tr>
<tr>
<td>Warrant Requirements for Study Period Average</td>
<td>&gt;250</td>
<td>&gt;100</td>
<td>≥30/70 or ≤70/30</td>
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</tbody>
</table>

*An average of two pedestrians per hour crossed the major road.

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:

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