All-Way Stop Control – Huntsmill Boulevard and Springhouse Square (East Intersection)

Date: April 22, 2013
To: Scarborough Community Council
From: Director, Transportation Services, Scarborough District
Wards: Ward 39 – Scarborough Agincourt
Reference Number: P:\2012\Cluster B\TRA\Scarborough\sc1339 D12-5168307 Huntsmill Springhouse AWSC

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 Mike Del Grande to review the feasibility of installing an All-Way Stop Control at the intersection of Huntsmill Boulevard and Springhouse Square (west intersection). 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 Huntsmill Boulevard and Springhouse Square (east intersection) 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 Huntsmill Boulevard and Springhouse Square (east intersection).

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 2013 Operating Budget, within Cost Centre TP0397.

ISSUE BACKGROUND
Further to a request from Councillor Mike Del Grande, Transportation Services staff reviewed the feasibility of installing an All-Way Stop Control at the intersection of Huntsmill Boulevard and Springhouse Square. 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 Huntsmill Square and Springhouse Square (east intersection) include:

- This intersection is located within the community north of McNicoll Avenue, south of Steeles Avenue East and east of Pharmacy Avenue.
- Huntsmill Boulevard is a two-lane collector road with a posted speed limit of 40 kilometres per hour and a daily traffic volume of approximately 2,297 vehicles per day. It has an 85th percentile speed of 43 km/h.
- Springhouse Square is a two-lane, crescent type local road that intersects Huntsmill Boulevard in two locations with an unposted speed limit of 50 kilometres per hour.
- There are sidewalks on both sides of Huntsmill Boulevard and Springhouse Square.
- A senior public school and junior public school are located on the north side of Huntsmill Boulevard opposite and further east of Springhouse Square.
- The land uses in this neighbourhood are single family residential with both schools located on Huntsmill Boulevard.

An All-Way Stop Control cannot be recommended on Huntsmill Boulevard and Springhouse Square (east intersection) 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 Huntsmill Boulevard and Springhouse Square (east intersection) during the morning and afternoon peak hours of a typical weekday (Tuesday, March 27, 2013), 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>
</thead>
<tbody>
<tr>
<td>Two-Hour Study Period Average</td>
<td>212</td>
<td>59</td>
<td>76/24</td>
</tr>
<tr>
<td>Warrant Requirements For Study Period Average For Collector Roads</td>
<td>≥ 350</td>
<td>≥ 150</td>
<td>≥ 30/70 or ≤ 70/30</td>
</tr>
</tbody>
</table>

* “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.

A review of the collision records revealed that there have been no collisions reported at this intersection during the five-year period ending December 31, 2011.

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SIGNATURE

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ATTACHMENTS

1. Location Plan (All-Way Stop Control Study – Huntsmill Boulevard and Springhouse Square (east intersection)