Stop Controls - Dixington Crescent

Date: January 23, 2014

To: Etobicoke York Community Council

From: Director, Transportation Services - Etobicoke York District

Wards: Ward 4 – Etobicoke Centre

Reference Number: p:\2014\Cluster B\TRA\EtobicokeYork\eycc140017-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 a stop controls on Dixington Crescent at the north and south intersections of Dixington Crescent. Both intersections are currently uncontrolled and the installation of the stop controls will define the right-of-way, enhancing traffic management and safety at this location.

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

1. The installation of a stop control for southbound traffic on Dixington Crescent at the south intersection of Dixington Crescent.

2. The installation of a stop control for westbound traffic on Dixington Crescent at the north intersection of Dixington Crescent.

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>$300.00</td>
</tr>
</tbody>
</table>
ISSUE BACKGROUND
Transportation Services received a request from an area resident to determine if traffic control measures are required at the intersections of Dixington Crescent and Dixington Crescent. Currently, both intersections are uncontrolled “T” type intersection. A map of the area is Attachment 1.

COMMENTS
Dixington Crescent is a local road in the residential community south of Dixon Road and east of Islington Avenue. Both intersections are “T” type intersection. Dixington Crescent east of the subject intersections is one way. Both intersections are currently uncontrolled and since there are no traffic control devices at this intersection, right-of-way is determined by the basic right-of-way rule. The rule, as stated in section 135, sub-sections (2) & (3) of the Highway Traffic Act, is “every driver approaching an intersection shall yield the right-of-way to any vehicle in the intersection that has entered from an intersecting highway” and “when two vehicles enter the intersection from intersecting highways at approximately the same time, the driver on the left shall yield the right-of-way to the vehicle on the right”.

Our review of the Toronto Police Services collision records for the past three years for which we have complete data (January 1, 2010 to December 31, 2012) for Dixington Crescent which revealed one reported collision. However, this collision would not be considered preventable with the installation of a stop control.

To assess traffic conditions at the intersection, observations were conducted during the morning peak in which all movements were recorded at both intersections. Based on the traffic and pedestrian volumes entering the intersections, and the results of our observations, it is concluded that some form of traffic control is required at both intersections to avoid potential conflicts and to more clearly define right-of-way.

Turning Movement Count Summary

Dixington Crescent and Dixington Crescent (South intersection)

<table>
<thead>
<tr>
<th>Time</th>
<th>Dixington Crescent (eastbound)</th>
<th>Dixington Crescent (northbound private drive)</th>
<th>Dixington Crescent (Southbound)</th>
<th>Total Vehicle Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00 a.m. to 9:00 am</td>
<td>26</td>
<td>19</td>
<td>18</td>
<td>63</td>
</tr>
</tbody>
</table>

Dixington Crescent and Dixington Crescent (North intersection)

<table>
<thead>
<tr>
<th>Time</th>
<th>Dixington Crescent (westbound)</th>
<th>Dixington Crescent (northbound)</th>
<th>Dixington Crescent (Southbound)</th>
<th>Total Vehicle Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00 a.m. to 9:00 am</td>
<td>31</td>
<td>37</td>
<td>15</td>
<td>83</td>
</tr>
</tbody>
</table>
During our studies we did note significant pedestrian activity in the area. In particular, we noted 57 pedestrians crossing on the east leg of both intersections. The majority of this activity is a result of students/caregivers walking to the school bus stop located on the east side of Dixington Crescent immediately north of the subject intersections.

Considering the sightlines from all approaches, the vehicle and pedestrian usage of the intersections, we have determined that a stop sign for southbound traffic at the south intersection of Dixington Crescent and a stop sign for westbound traffic at the north intersection of Dixington Crescent are the most appropriate for traffic control at these locations.

CONTACT
Kevin Akins-Etobicoke York District
Tel: (416) 394-6046; Fax: (416) 394-8942
E-mail: krakins@toronto.ca
AFS19022

SIGNATURE

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

ATTACHMENTS

Attachment 1: Map