All-Way Stop Control - Bankfield Drive and Alhart Drive

Date: March 13, 2014

To: Etobicoke York Community Council

From: Director, Transportation Services - Etobicoke York District

Wards: Ward 1 – Etobicoke North

Reference Number: p:\2014\Cluster B\TRA\EtobicokeYork\eycc140045-to

SUMMARY
This staff report is about a matter for which the 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 Bankfield Drive and Alhart Drive. The stop sign will enhance traffic safety while stopping the traffic on the approach with the minor volume (Alhart Drive).

RECOMMENDATIONS
Transportation Services recommend that Etobicoke York Community Council approve:

1. The installation of an all-way stop control at the intersection of Bankfield Drive and Alhart Drive

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>$ 1,000.00</td>
</tr>
</tbody>
</table>

ISSUE BACKGROUND
The area Councillor, on behalf of area residents, requested Transportation Services staff to investigate the feasibility of implementing all-way stop controls at Bankfield Drive and Alhart Drive. A map of the area is Attachment 1.
COMMENTS

Bankfield Drive and Alhart Drive are local residential roads located in the community to the southeast of Albion Road and Islington Avenue. The posted speed limit is 40 km/h on both streets. The intersection is controlled by 'Stop' signs on Bankfield Drive facing northbound and southbound traffic. An all-way stop currently exists to the south of this intersection at Bankfield Drive and Edgebrook Drive. The adjacent land uses in this area consists of single family homes.

As part of our investigation, Transportation Services staff conducted turning movement counts at Bankfield Drive and Alhart Drive. These counts were conducted from 7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 5:30 p.m. on a typical day. Application of study data to the All-Way Stop Control Warrant reveals that the technical requirements for the installation of all-way stop control are not achieved. Our study results are summarized in Appendix A.

Although the technical warrant requirements are not achieved, the north-south stop signs on Bankfield Drive are stopping the heavier volume. Typically, stop signs are placed to stop traffic on streets with the lower traffic volume. An option in these situations to reverse the control and stop the street with the lower volume (Alhart Drive); however this may create confusion as drivers are accustomed to the existing controls due to established habits. One collision deemed preventable by the installation of an all-way stop control, has occurred over a three-year period

Given the history and the traffic characteristics observed at the intersection of Bankfield Drive and Alhart Drive, the implementation of an all-way stop control is appropriate to make the intersection safer for all road users, and therefore is recommended.

CONTACT

Muhammad Qamar, Traffic Engineering - Etobicoke York District
Phone: 416-338-2972; Fax: 416-394-8942
Email: mqamar@toronto.ca
AFS19268

SIGNATURE

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

ATTACHMENTS

Attachment No. 1: Map
Appendix A
APPENDIX A

Warrant for All-Way "Stop" Sign Control

Study location: Bankfield Drive and Edgebrook Drive

Study Date – February 13, 2013

<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>
</tr>
</thead>
<tbody>
<tr>
<td>7:00 a.m. to 8:00 a.m.</td>
<td>52</td>
<td>28</td>
<td>46/54</td>
</tr>
<tr>
<td>8:00 a.m. to 9:00 a.m.</td>
<td>67</td>
<td>37</td>
<td>45/55</td>
</tr>
<tr>
<td>3:30 p.m. to 4:30 p.m.</td>
<td>52</td>
<td>47</td>
<td>10/90</td>
</tr>
<tr>
<td>4:30 p.m. to 5:30 p.m.</td>
<td>59</td>
<td>46</td>
<td>25/75</td>
</tr>
<tr>
<td>Study Period Average</td>
<td>58</td>
<td>40</td>
<td>32/68</td>
</tr>
</tbody>
</table>

Warrant Requirements For Study Period Average

| ≥ 250 | ≥ 100 | ≥ 30/70 or ≤ 70/30 |

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 of the above three categories:

1. “Total Approach Vehicle Volume” and “Unit Volume Split – Major/Minor Roads”

   or

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