

**All-Way Stop Control – Lord Roberts Drive and  
Fitzgibbon Avenue (North Intersection)**

<b>Date:</b>	December 15, 2014
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Acting Director, Transportation Services, Scarborough District
<b>Wards:</b>	Ward 37 – Scarborough Centre
<b>Reference Number:</b>	P:\2014\Cluster B\TRA\Scarborough\sc1507.docx D14-6060549 AWSC – Lord Roberts Drive at Fitzgibbon Avenue, North Intersection

**SUMMARY**

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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 Michael Thompson to review the feasibility of installing an All-Way Stop Control at the intersection of Lord Roberts Drive at Fitzgibbon Avenue, north 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 Lord Roberts Drive at Fitzgibbon Avenue (north intersection), as the numerical study values did not meet the warrant for the installation of an All-Way Stop Control.

**RECOMMENDATIONS**

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**Transportation Services recommends that Scarborough Community Council:**

1. Not approve the installation of an All-Way Stop Control at the intersection of Lord Roberts Drive and Fitzgibbon Avenue (north intersection).

## 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 additional stop signage and associated pavement markings would be approximately \$500.00. The funding for such stop signs has been requested in the Transportation Services 2014 Operating Budget, within Cost Centre TP0397.

## ISSUE BACKGROUND

Further to a request from Councillor Michael Thompson, Transportation staff reviewed the feasibility of installing an All-Way Stop Control at the intersection of Lord Roberts Drive and Fitzgibbon Avenue (north intersection). 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 Lord Roberts Drive and Fitzgibbon Avenue (north intersection):

- This intersection is located within the residential community east of Kennedy Road, just west of Midland Avenue, north of Eglinton Avenue East and south of Lawrence Avenue East.
- Lord Roberts Drive, west of Fitzgibbon Avenue is a two-lane local road with a posted speed limit of 40 kilometres per hour and a daily traffic volume of approximately 934 vehicles per day. It has an 85<sup>th</sup> percentile speed of 45 km/h.
- Fitzgibbon Avenue is a two-lane local road with a posted speed limit of 40 kilometres per hour.
- There are sidewalks on at both sides of Lord Roberts Drive and Fitzgibbon Avenue.
- The land uses in this neighbourhood is single family residential.

An All-Way Stop Control cannot be recommended on Lord Roberts Drive and Fitzgibbon Avenue, north 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 Lord Roberts Drive and Fitzgibbon Avenue (north intersection), during the morning and afternoon peak hours of a typical weekday (Wednesday May 21, 2014), produced the following results:

All-Way Stop Control Warrant	A Total Approach Vehicle Volume	B Vehicle/Pedestrian Volume Crossing Major Road	C Unit Volume Split* Major/Minor Roads
Two-Hour Study Period Average	242	88	67/33
Warrant Requirements For Study Period Average For Collector Roads	≥ 250	≥ 100	≥ 30/70 or ≤ 70/30

\* "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. The spacing to adjacent controls is less than the minimum distances in the approved criteria for an All-Way Stop Control. However, the vehicle volume splits are favourable and a reasonable amount of motorist compliance could be expected should unwarranted All-Way Stop Control be installed.

A review of the collision records revealed that there has been only one collision potentially preventable by the installation of an All-way Stop Control at this intersection during the five-year period ending December 31, 2013.

## **CONTACT**

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## **SIGNATURE**

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## **ATTACHMENTS**

1. Location Plan (All-Way Stop Control – Lord Roberts Drive and Fitzgibbon Avenue (North Intersection) ).