

All-Way Stop Control – Clonmore Drive and Parkland Road/Winston Churchill Drive

Date:	August 11, 2015
To:	Scarborough Community Council
From:	Director, Transportation Services, Scarborough District
Wards:	Ward 36 – Scarborough Southwest
Reference Number:	P:\2015\Cluster B\TRA\Scarborough\1561.docx D14-6708319 AWSC – Clonmore Drive and Parkland Road

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 Scarborough Community Council request for a report on the feasibility of installing an All-Way Stop Control at the intersection of Clonmore Drive and Parkland Road/Winston Churchill Drive.

It is recommended that an All-Way Stop Control not be installed on Clonmore Drive and Parkland Road as existing conditions do not meet the required technical warrant for the installation of such a traffic control device in terms of traffic volumes, delays or stop control spacing, and such an installation would require the removal of the existing Pedestrian Crossover (PXO) immediately west of this location.

RECOMMENDATIONS

Transportation Services recommends that Scarborough Community Council:

1. Not approve the installation of an All-Way Stop Control at the intersection of Clonmore Drive and Parkland Road/Winston Churchill Drive.
2. Not authorize the removal of the Pedestrian Crossover on Clonmore Drive immediately south of Parkland Road/Winston Churchill Drive, in conjunction with any installation of All-Way Stop Control at Clonmore Drive and Parkland Road.

Financial Impact

There would be no financial impact associated with the staff recommendation regarding an unwarranted All-Way Stop Control. However, should an All-Way Stop Control be approved, then the financial cost of installing the two additional stop signs and associated pavement markings would be approximately \$500.00. The funds for such stop signs would not be available in the Transportation Services 2015 Operating Budget, and the costs for removing the PXO would be approximately \$50,000, funding for which would not be available in the Transportation Services 2015 Capital Budget.

ISSUE BACKGROUND

At its meeting of February 18, 2015, Scarborough Community Council requested the Director, Transportation Services, Scarborough District, to report back on the feasibility of the installation of a four-way stop control at Clonmore Drive and Parkland Road, as per the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.SC4.9>

COMMENTS

The following are the key characteristics describing the intersection of Clonmore Drive and Parkland Road:

- This intersection is located within the community north of Kingston Road, south of Gerrard Street East, west of Warden Avenue and east of Victoria Park Avenue.
- Clonmore Drive is a two-lane collector road with a posted speed limit of 40 kilometres per hour and a daily traffic volume of approximately 2,300 vehicles per day.
- Parkland Road is a two-lane local road with a posted speed limit of 40 kilometres per hour and a daily traffic volume of approximately 1,200 vehicles per day.
- Parkland Road is stop-controlled at Clonmore Drive.
- There are no sidewalks on Parkland Road.
- There are sidewalks on the west side of Clonmore Drive north of the intersection and on both sides south of the intersection.
- The land use in this neighbourhood is single family residential.
- There is a Pedestrian Crossover located on Clonmore Drive immediately south of Parkland Road.

All-Way Stop Control Warrant Study

A traffic study conducted at the intersection of Clonmore Drive and Parkland Road during the morning and afternoon peak hours of a typical weekday (Thursday, April 23, 2015), 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 Hourly Average	339	88	75/25
Warrant Requirements For Study Period Average For Collector Roads	≥ 375	≥ 150	$\geq 30/70$ or $\leq 70/30$

* “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 stop controls along Winston Churchill Drive of approximately 70 metres is less than the minimum safe stopping distance of 90 metres, meaning that there is a risk that motorists may still run through the stop controls while trying to stop. In addition, the unbalanced volume of traffic on the two roadways could result in lack of compliance with an All-Way Stop Control.

A review of the collision records revealed that there have been no preventable collisions reported at this intersection during the five-year period ending October 31, 2013.

As a result of the findings of the assessment, an All-Way Stop Control is not recommended on Clonmore Drive and Parkland Road since the subject intersection did not meet the warrant for such traffic control device as per City Council Policy.

CONTACT

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SIGNATURE

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SS/JE:cr

ATTACHMENTS

1. Location Plan (All-Way Stop Control – Clonmore Drive and Parkland Road/Winston Churchill Drive)