

## **All-Way Stop Control - Lynnbrook Drive and Earlthorpe Crescent, and Lynnbrook Drive and Stoneton Drive**

**Date:** February 7, 2023

**To:** Scarborough Community Centre

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 24, Scarborough-Guildwood

### **SUMMARY**

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This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services has reviewed the need for all-way stop control at the intersection of Lynnbrook Drive and Earlthorpe Crescent, and Lynnbrook Drive and Stoneton Drive. Based on the assessment undertaken, Transportation Services does not recommend the installation of all-way stop control at these intersections as the warrant criteria was not met.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council not authorize all-way compulsory stop control at the intersection of Lynnbrook Drive and Earlthorpe Crescent.
2. Scarborough Community Council not authorize all-way compulsory stop control at the intersection of Lynnbrook Drive and Stoneton Drive.

### **FINANCIAL IMPACT**

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There is no financial impact resulting from the adoption of the recommendations in this report.

If Scarborough Community Council amends the recommendations in this report and authorizes the installation of all-way stop control at both locations, the estimated cost associated with the amendment is \$5,838.00. Funding would be subject to availability and competing priorities within the Transportation Services 2023 Interim Operating and Capital Budgets.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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At the request of the Ward Councillor, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of Lynnbrook Drive and Earlthorpe Crescent, and Lynnbrook Drive and Stoneton Drive.

### **Existing Conditions**

Lynnbrook Drive is characterized by the following conditions:

- It is a two-lane, east/west, collector roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 650 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

Earlthorpe Crescent is characterized by the following conditions:

- It is a two-lane, north/south, local roadway
- The speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located both sides of the street

Stoneton Drive is characterized by the following conditions:

- It is a two-lane, north/south, local roadway
- The speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located both sides of the street

These two intersection form "T" type intersections, with right-of-way controlled by stop signs for southbound traffic on Stoneton Drive and Earlthorpe Crescent.

The area is comprised of residential homes, with a pedestrian pathway located on the south side of Lynnbrook Drive, west of Earlthorpe Crescent, leading to North Bendale Junior Public School (29 Aveline Crescent).

A map of the area is included in Attachment 1.

## Study Results

In order for all-way stop control to be warranted at an intersection, established criteria must be satisfied. The warrants consist of four components, including: collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

Collision history provided by the Toronto Police Service for the three-year period ending December 31, 2022, disclosed that zero reported collisions occurred at both intersections.

Transportation Services conducted an all-way stop control study on October 27, 2021 at Lynnbrook Drive and Earlthorpe Crescent, and on October 28, 2021 at Lynnbrook Drive and Stoneton Drive. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Table 1 and 2.

Table 1: All-Way Stop Control Study at Lynnbrook Drive and Earlthorpe Crescent

| No. | Warrant Type                                                                        | Actual  | Required | Satisfied (Yes/No) |
|-----|-------------------------------------------------------------------------------------|---------|----------|--------------------|
| A   | Number of Potentially Preventable Collisions (January 1, 2020 to December 31, 2022) | 0       | 9        | No                 |
| B1  | Average Vehicle Volumes                                                             | 60/hour | 375/hour | No                 |
| B2  | Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)                 | 40/hour | 150/hour | No                 |
| B3  | Percentage of Traffic on Major Street                                               | 58%     | ≤70%     | Yes                |

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved. Based on the study results, the technical warrants for the installation of all-way stop control are not satisfied. Therefore, it is not recommended that all-way stop control be installed at the intersection of Lynnbrook Drive and Earlthorpe Crescent.

Table 2: All-Way Stop Control Study at Lynnbrook Drive and Stoneton Drive

| No. | Warrant Type                                                                        | Actual   | Required | Satisfied (Yes/No) |
|-----|-------------------------------------------------------------------------------------|----------|----------|--------------------|
| A   | Number of Potentially Preventable Collisions (January 1, 2020 to December 31, 2022) | 0        | 9        | No                 |
| B1  | Average Vehicle Volumes                                                             | 112/hour | 375/hour | No                 |
| B2  | Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)                 | 74/hour  | 150/hour | No                 |
| B3  | Percentage of Traffic on Major Street                                               | 53%      | ≤70%     | Yes                |

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved. Based on the study results, the technical warrants for the installation of all-way stop control are not satisfied. Therefore, it is not recommended that all-way stop control be installed at the intersection of Lynnbrook Drive and Stoneton Drive.

In summary, all way stop controls were not warranted at wither Lynbrook Drive and Earlthorpe Crescent or at Lynnbrook Drive and Stoneton Drive.

The Ward Councillor has been advised of the recommendations of this staff report.

## CONTACT

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## SIGNATURE

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for  
Roger Browne, M.A.Sc., P. Eng.  
Director, Traffic Management, Transportation Services

## ATTACHMENTS

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Attachment 1: Map - All-Way Stop Controls - Lynbrook Drive and Stoneton Drive and Earlthorpe Crescent

Attachment 1: Map - All-Way Stop Controls - Lynbrook Drive and Stoneton Drive and Earlthorpe Crescent

