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File: D18-8971140
St: Dearham Wood

TO: Councillor Paul Ainslie
Ward 24, Scarborough-Guildwood

FROM: Marko A. Oinonen
Transportation Services, Scarborough District

DATE: January 28, 2019

RE: **Request for an All-Way Stop Control:
Dearham Wood at Lausanne Crescent**

Further to a request from your office, we have completed our review of the above-noted matter. Based upon our review, we have concluded that the installation of an All-Way Stop Control is not justified at the subject intersection at this time.

Currently, southbound traffic on Lausanne Crescent are required to stop at Dearham Wood. Dearham Wood is classified as a collector road with a regulatory speed limit of 40 km/h. Lausanne Crescent is classified as local road with a regulatory speed limit of 50 km/h.

To assess existing traffic conditions, Transportation Services Staff conducted an All-Way Stop Control study and collected intersection collision statistics.

The results of the study indicate that the existing traffic control at the intersection of Dearham Wood and Lausanne Crescent is providing a safe pedestrian and motorist environment. Therefore, we are unable to recommend the installation of an All-Way Stop Control at this time.

The details of our All-Way Stop Control study and a five-year review of the Toronto Police Service collision records are outlined in the attached technical summary.

Should you have any questions or comments regarding our review, please call Allan Burrows, Supervisor, Traffic Operations, at 416-396-7147.

Marko A. Oinonen, B.A. Sc., DPA, P. Eng.
Manager, Traffic Operations
Transportation Services, Scarborough District

AK:cr

TECHNICAL SUMMARY
Dearham Wood at Lausanne Crescent

All-Way Stop Control Warrant Study

Study Date: Tuesday, October 30, 2018

Time period: 7:30 a.m. to 9:30 a.m., 3:00 p.m. to 5:00 p.m.

All-Way Stop Control Warrant	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split* Major/Minor Roads
Four Hour Study Period Average	204	17	92/8
Warrant Requirements For Study Period Average For Collector Road	≥ 375	≥ 150	≥ 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 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”**

As outlined in the above table, the traffic volumes do not satisfy the requirements to install an All-Way Stop Control at the subject intersection at this time.

**TECHNICAL SUMMARY
Dearham Wood at Lausanne Crescent**

All-Way Stop Control Warrant Study (Continued)

Observations

- During our four hour study period, no conflicts were observed between motorists or between motorists and pedestrians.
- This intersection appears to be operating in an efficient manner with the existing stop sign on Lausanne Crescent.

All-Way Stop Control Comments

The following comments outline the main reasons why an All-Way Stop Control should only be installed when it is technically justified:

- Stop signs are an effective traffic control device when used at the right location and under the right conditions.
- Most motorists are reasonable and prudent with no intention of maliciously violating traffic regulations. However, when unreasonable restrictions are imposed, it may result in flagrant violations. In such cases, stop signs can, in fact give pedestrians a false sense of security and can encourage attitudes of contempt in a motorist. These two attitudes can and often do conflict, ultimately which undermines safety for both pedestrians and motorists.
- Unwarranted stop signs often result in an increase in speeds by motorists to make up time for what they perceive as unnecessary delays.
- The surrounding layout of this intersection reveals that if an All-Way Stop Control was installed on Dearham Wood at this location, motorists would now be required to stop in the front of homes in the area of the intersection.

We consider this information relevant because we have, on occasion, received requests from residents for the removal of stop signs in front of their homes. Some residents feel that these controls not only spoil the appearance of their homes, but that they also lose some privacy due to vehicles continually stopping in this area.

- In view of the City's obligation to provide services in an environmentally conscious manner, the installation of unwarranted stop controls also contributes to unnecessary fuel consumption and higher levels of noise and air pollution. These pollutants most specifically impact those residents in the immediate vicinity of the intersection.

TECHNICAL SUMMARY
Dearham Wood at Lausanne Crescent

Road Classification

Road	Classification	Typical Daily Vehicle Volume For Subject Road Classification	Recorded Daily Vehicle Volume For Subject Road
Dearham Wood	Collector	2,500 to 8,000 vehicles per day (vpd)	2,047 vpd

- As evidenced in the above table, Dearham Wood is functioning below the vehicle volume range of a collector road.

Toronto Police Service Collision Records

Review period for which we have complete data: January 1, 2013 to December 31, 2017

Five Year Collision Information	Number of Reported Collisions (By Year)					
	2013	2014	2015	2016	2017	Total
Collisions Potentially Preventable by the Installation of All-Way Stop Control	0	0	0	0	0	0
Collisions Involving Pedestrians	0	0	0	0	0	0
Total	0	0	0	0	0	0