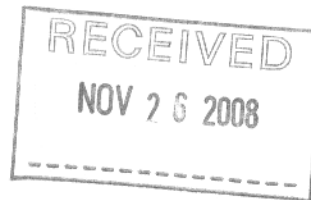


Richard Butts, Deputy City Manager

Gary Welsh, P. Eng.
General Manager
Transportation Services Division**Reply to:** Randy Hillis
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November 21, 2008

Councillor Michael Walker
St. Paul's, Ward 22
Suite B26, City Hall
Toronto, ON M5H 2N2

Dear Councillor Walker:

Re: Forest Hill Road and Larratt Street – Request for All-Way “Stop” control

I refer to an e-mail of October 1, 2008, from Pierre D'Aoust of your office, regarding the above.

We have reviewed the feasibility of installing an all-way “stop” control at the subject intersection.

Intersection Characteristics

Forest Hill Road is a local roadway that operates two-way on a pavement width of 8.5 metres and has a maximum speed limit of 40km/h. Forest Hill Road, in the vicinity of Larratt Street, has a daily two-way traffic volume of approximately 1,625 vehicles.

Larratt Street is a local roadway that operates two-way for a distance of 116 metres, from Dunvegan Road to Forest Hill Road on a pavement width of 7.3 metres and has a maximum speed limit of 40 km/h. Larratt Street has a daily two-way traffic volume of approximately 125 vehicles and intersects with Forest Hill Road to form a T-type intersection. A “Stop” sign controls traffic entry from Larratt Street onto Forest Hill Road, which is the through roadway.

All-way “Stop” Sign Control

We evaluated the data gathered from a recent eight-hour traffic study undertaken at the subject intersection against the all-way “Stop” sign control warrants approved by City Council at its meeting of June 30, 31 and August 1, 2002. The criteria used to make this determination are based upon factors such as: vehicular and pedestrian usage of the intersection, physical and geometric configuration, right-of-way conflicts, safety experience and the surrounding area traffic controls.

Toronto Police Service collision data records over a three-year period ending July 31, 2008 revealed that 1 reported collision occurred at this intersection. This collision would not have been preventable with the installation of all-way “Stop” sign control. The collision involved a parked car and a motorist who was joyriding. The motorist fled the scene on foot and was later charged with taking a motor vehicle without consent and driving without a license.

Based upon our assessment, the intersection of Forest Hill Road and Larratt Street does not satisfy the technical warrants to justify the installation of all-way “Stop” control. Specifically:

- Warrant A, Collision History, requires an average of two preventable collisions per year over a three-year period (the average at this intersection was zero).
- Warrant B, Traffic Volume requires an average of 250 vehicles over each of the four highest hours, (the average was 130).

- As well, the directional split (the ratio of volumes between the major street (Forest Hill Road) and the minor street (Larratt Street) must not exceed the required 70/30 ratio (the actual ratio was 92/8).

Further, the Ontario Traffic Manual stipulates that stop signs should not be installed as a method of controlling vehicle speeds, but rather for the purpose of assigning right-of-way where traffic volumes are high on intersecting streets and/or where right-of-way is unclear. An all-way "Stop" is not necessary for assigning right-of-way as Larratt Street is a lightly travelled local roadway that leads onto a through roadway.

Studies have shown that the proliferation of unnecessary stop signs impairs the flow of traffic, increases motorists' frustration and the level of disrespect motorists already display with regard to all-way "Stop" signs. When traffic is forced to stop repeatedly on through roadways where there is a clear right-of-way, motorists often disregard the "Stop" signs.

In light of the above, the implementation of all-way "Stop" sign control is not recommended at the intersection of Forest Hill Road and Larratt Street.

If you have any questions regarding this investigation, please contact Randy Hillis at 416-338-5430 or the undersigned at 416-392-7773.

Yours truly,



Ron Hamilton
Manager-Traffic Operations
Toronto and East York District, West

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