



## STAFF REPORT ACTION REQUIRED

### Elder Avenue and Twenty Fourth Street – All-Way Stop Control

<b>Date:</b>	March 20, 2007
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services, Etobicoke York District
<b>Wards:</b>	Ward 6 – Etobicoke-Lakeshore
<b>Reference Number:</b>	eycc070060-to - 4384

#### SUMMARY

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The purpose of this report is to propose the installation of an all-way stop control at the intersection of Elder Avenue and Twenty Fourth Street.

The proposed all-way stop control will address the safety concerns related to the collision history at this intersection and the relatively high volume of pedestrian traffic at this location.

#### RECOMMENDATIONS

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**Transportation Services recommends that:**

1. City Council approve the installation of an all-way stop control at the intersection of Elder Avenue and Twenty Fourth Street.

#### Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$750.00

#### ISSUE BACKGROUND

Transportation Services received a request from Councillor Mark Grimes, on behalf of area residents, to investigate the feasibility of installing an all-way stop control at the intersection of Elder Avenue and Twenty Fourth Street. Staff also investigated concerns with respect to the collision history at this location. A map of the area is Attachment No.1.

## **COMMENTS**

Elder Avenue is identified in the City's Road Classification System as a collector road, located north of Lake Shore Boulevard West and west of Kipling Avenue. Stop controls are currently located at the north and south approaches of the intersection of Elder Avenue and Twenty Fourth Street. All-Way stop controls are located at the intersections of Elder Avenue and Twenty Second Street; and, Elder Avenue and Twenty Sixth Street.

There are sidewalks located on both sides of Elder Avenue, west of Twenty Fourth Street. Sidewalks are located on the north side of the street, east of Twenty Fourth Street.

The legal speed limit on Elder Avenue is 50 km/h. Heavy Trucks are permitted on Elder Avenue between the hours of 7:00 a.m. and 7:00 p.m.

Lakeshore Collegiate Institute is located in the immediate area at the south-west quadrant of Kipling Avenue and Birmingham Street.

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council. Our study results are summarized in Appendix A.

Although the technical warrant requirements for the introduction of an all-way stop control are not achieved, they are relatively close to being met. More importantly, there have been five reported collisions in a three year period (2003 – 2005) at this location. All these collisions were angle type, thus would be susceptible to correction by the use of an all-way stop control. Furthermore, there is a relatively high volume of pedestrian traffic (48 per hour over the four-hour study period) that crosses the major street (Elder Avenue) at Twenty Fourth Street.

Based on the aforementioned, staff recommends that an all-way stop control be installed at the intersection of Elder Avenue and Twenty Fourth Street.

## **CONTACT**

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## **SIGNATURE**

John Niedra, P.Eng.  
Director, Transportation Services-Etobicoke York District

## **ATTACHMENTS:**

Appendix A  
Attachment No. 1      Map

## APPENDIX A

### Warrants for All-way “Stop” Sign Control

Study location: Elder Avenue and Twenty Fourth Street (minor or stop street)

Date: Thursday, September 21, 2006

Four-Hour Study Period 7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m.	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	362	104*	75/25
Warrant Requirements for Study Period Average	$\geq 375$	$\geq 150$	$\geq 30/70$ or $\leq 70/30$

\*Note: An average of 48 pedestrians per hour crossed the major road (Elder Avenue)

To warrant the installation of an all-way stop control, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations:

1. “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”
- or
2. “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-Major/Minor Roads”