



**STAFF REPORT  
ACTION REQUIRED**

**Lake Promenade and Thirty First Street – All-Way Stop Control**

<b>Date:</b>	May 8, 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>	eycc070062-to-4826

**SUMMARY**

The purpose of this report is to recommend the installation of an all-way stop control at the intersection of Lake Promenade and Thirty First Street. The stop signs will enhance traffic safety given the restricted sight lines created by the curve on Lake Promenade, west of this intersection.

**RECOMMENDATIONS**

**Transportation Services recommend that:**

1. City Council approve the installation of an all-way stop control at the intersection of Lake Promenade and Thirty First Street.

**Financial Impact**

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 700.00

**ISSUE BACKGROUND**

Councillor Mark Grimes, on behalf of area residents, requested Transportation Services staff to investigate the feasibility of implementing an all-way stop control at the intersection of Lake Promenade and Thirty First Street. A map of the area is Attachment No. 1.

## **COMMENTS**

Lake Promenade, in the area of Thirty First Street, is a local street operating two-way with a posted speed limit of 40 km/h. There are sidewalks located on the north side extending approximately half a block east from Long Branch Avenue and on the north side between Twenty Eighth Street and Twenty Third Street. There are no sidewalks on the remainder of the street

Lake Promenade is part of the on-street section of the Waterfront Trail in the Etobicoke York Community. A Traffic Management Study is currently in progress with the Lakeshore Community, to address various aspects of the trail, and to encourage its use and enhance the safety of those using the facilities.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2006, has shown that there have been no reportable collisions on Lake Promenade in the area of Thirty First Street.

The justification for the installation of an all-way stop control is based on technical warrants adopted by Toronto City Council based on collision history and traffic volume. Our study results are summarized in Appendix A. Although the technical warrants for the installation of an all-way stop control are not met in this instance, there are a number of compelling site conditions that impact operational safety and that merit additional consideration. Specifically, Lake Promenade has a sharp bend just west of Thirty First Street that restricts visibility. Also, given that there are no sidewalks on Lake Promenade between the bend and Twenty Eighth Street, pedestrians are forced to walk on a roadway where motorists are proceeding without yield or stop controls compounding pedestrian exposure.

Although the intersection of Lake Promenade and Thirty First Street fails to meet the necessary technical criteria for all-way stop controls, Transportation staff is of the opinion that safety for all road users can be enhanced with the installation of an all-way stop control.

Therefore, it is recommended that an all-way stop control be installed at the intersection of Lake Promenade and Thirty First Street to improve operating conditions and enhance pedestrian safety.

**CONTACT**

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**SIGNATURE**

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John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

**ATTACHMENTS**

Attachment No 1: Map

Appendix A

## APPENDIX A

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

Study location: Lake Promenade and Thirty First Street (minor or stop street)

Date: Tuesday, June 27, 2006

<b>Four-Hour Study Period 7:00 a.m. to 9:00 a.m. 3:00 p.m. to 5:00 p.m.</b>	<b>Total Approach Vehicle Volume</b>	<b>Vehicle/Pedestrian Volume Crossing Major Road</b>	<b>Unit Volume Split Major/Minor Roads</b>
Study Period Average	204	41	81/19
Warrant Requirements for Study Period Average	$\geq 250$	$\geq 100$	$\geq 30/70$ or $\leq 70/30$

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”