



## STAFF REPORT ACTION REQUIRED

### The installation of all-way “Stop” sign control at Gledhill Avenue and King Edward Avenue

<b>Date:</b>	December 20, 2006
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Beaches – East York, Ward 31
<b>Reference Number:</b>	Ts07010tey.top.doc

#### SUMMARY

As requested by Councillor Janet Davis, we are reporting on the findings of our investigation respecting implementation of all-way “Stop” sign control at the intersection of Gledhill Avenue and King Edward Avenue.

Our evaluation of the “Stop” sign warrants indicates this intersection operates safely at the present time. Right of way is clearly determined by a “Stop” sign on King Edward Avenue at Gledhill Avenue, and the installation of “Stop” signs on Gledhill Avenue at King Edward Avenue is not technically justified.

#### RECOMMENDATIONS

**Transportation Services recommends that:**

1. “Stop” signs not be installed for northbound and southbound traffic on Gledhill Avenue at King Edward Avenue.

#### FINANCIAL IMPACT

There is no financial impact resulting from the receipt of this report. If Council decides to authorize installation of “stop” signs for northbound and southbound traffic on Gledhill Avenue at King Edward Avenue there will be an estimated cost of \$400.00 to undertake the sign adjustments. Funds are available in the Transportation Services Division 2007 Operating Budget interim appropriations.

## ISSUE BACKGROUND

Following receipt of an e-mail communication from staff of Councillor Janet Davis we initiated an investigation to determine if it is necessary to implement all-way “Stop” sign control at the intersection of Gledhill Avenue and King Edward Avenue to enhance safety at this intersection.

## COMMENTS

King Edward Avenue and Gledhill Avenue form a T-type intersection. Gledhill Avenue is the through street and King Edward Avenue ends at Gledhill Avenue. A “Stop” sign is posted on King Edward Avenue at Gledhill Avenue to establish right-of way. King Edward Avenue has a speed limit of 50 kilometres per hour and operates two-way on a pavement width of 7.3 metres. Gledhill Avenue has a speed limit of 40 kilometres per hour and operates two-way on a pavement width of 8.5 metres. Gledhill Public School is located on the west side of Gledhill Avenue, south of King Edward Avenue.

Our review for all-way “Stop” sign control at this intersection considered:

- collision history for the preceding three years;
- vehicle and pedestrian traffic volumes during peak hours;
- the split of traffic volume between one street and the other; and
- local conditions, such as sight lines at the intersection.

The technical results of our investigation are shown in the following table.

Intersection	Present Condition	Total Vehicle Volume all Approaches (Required 250 Vehs/Hr., Each of 4 Peak Hours)	Vehicles and Pedestrians Crossing the Through Street (Required 100 Units/Hr., Each of 4 Peak Hours)	Volume Split (Less than 70%/30%)	Collision Hazard ( $\geq 2$ /yr.)	All-way “Stop” Warrants Satisfied (Yes/No)
Gledhill Avenue and King Edward Avenue	“Stop” sign on King Edward Avenue	Actual - 103 Vehs/Hr.	Actual - 49 Units/Hr.	68% /32%	0	No

The technical warrants for the installation of all-way "Stop" sign control at the intersection of Gledhill Avenue and King Edward Avenue are not satisfied, This intersection operates safely under partial "Stop" sign control and installation of "Stop" signs on Gledhill Avenue at King Edward Avenue is not required.

Even though our findings are not favourable, if Toronto and East York Community Council wishes to proceed with installation of northbound and southbound "Stop" signs at this intersection, it must recommend that:

1. "Stop" signs be posted for northbound and southbound traffic on Gledhill Avenue at King Edward Avenue.

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P.Eng  
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Toronto and East York District

## **ATTACHMENTS**

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