



STAFF REPORT ACTION REQUIRED

Stanley Avenue and Superior Avenue – All-Way Stop Control

Date:	December 10, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 6 – Etobicoke Lakeshore
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090008-to

SUMMARY

This staff report is about a matter for which Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the installation of an all-way stop control at the intersection of Stanley Avenue and Superior Avenue. With the recent road alterations made at the intersection of Stanley Avenue and Superior Avenue, this location is now conducive to an all-way stop condition.

The stop signs will enhance traffic safety given the restricted sight lines created by the curve on Stanley Avenue, west of this intersection.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. The installation of an all-way stop control at the intersection of Stanley Avenue and Superior Avenue.

Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 500.00

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 Stanley Avenue and Superior Avenue. A map of the area is Attachment No. 1.

COMMENTS

Stanley Avenue is a local street operating one-way eastbound between Royal York Road and Superior Avenue and two-way between Superior Avenue and Burlington Street.

Superior Avenue is a local two-way street. There are sidewalks on both sides of the entire length of Stanley Avenue. Sidewalks exist on both sides of Superior Avenue between Lake Shore Boulevard West and Stanley Avenue. A sidewalk exists on the east side of Superior Avenue between Stanley Avenue and Cavell Avenue.

The intersection of Stanley Avenue and Superior Avenue has been recently altered in terms of road design (Attachment No.2); all the corner radii with the exception of the south-east corner have been tightened. In addition, the south approach of the intersection has been redesigned so that it intersects Stanley Avenue at a typical 90-degree angle.

The posted speed limit on Stanley Avenue is 40 km/h. The legal speed limit on Superior Avenue is 50 km/h.

A contra (westbound) flow bike lane has recently been approved by City Council for installation on the north side of Stanley Avenue between Superior Avenue and Royal York Road, and for which an all-way stop condition at this intersection, will provide for a higher level of safety for cyclists and all other road users.

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 is a compelling site condition that impacts operational safety and that merits additional consideration. Specifically, Stanley Avenue has a curve just west of Superior Avenue that restricts visibility; and, a contra flow bike lane has been approved for installation on Stanley Avenue just west of this intersection.

Furthermore, the recent intersection design improvements now make this location more conducive to an all-way stop condition.

Therefore, it is recommended that an all-way stop control be installed at the intersection of Stanley Avenue and Superior Avenue to improve operating conditions and enhance traffic safety for all road users.

CONTACT

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SIGNATURE

John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment No 1: Map

Attachment No 2: Intersection Drawing

Appendix A

APPENDIX A

Warrants for All-way “Stop” Sign Control

Study location: Stanley Avenue and Superior Avenue (minor or stop street)

Date: Tuesday, December 9, 2008

Four-Hour Study Period 7:00 a.m. to 9:00 a.m. 3:00 p.m. to 5:00 p.m.	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	258	48	82/18
Warrant Requirements for Study Period Average	≥ 250	≥ 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”