



STAFF REPORT ACTION REQUIRED

All-Way Stop Controls Not Recommended – on East Avenue at Mastwood Crescent and East Willow Gate

Date:	September 17, 2009
To:	Scarborough Community Council
From:	Acting Director, Transportation Services, Scarborough District
Wards:	Ward 44 – Scarborough East
Reference Number:	P:\2009\Cluster B\TRA\Scarborough\sc09065 D09-3247530 East Avenue at Mastwood Crescent AWSC

SUMMARY

This staff report is about a matter for which the Community Council does not have delegated authority from City Council to make a final decision.

The purpose of this report is to advise on the feasibility of installing all-way top control at this intersection in Ward 44.

It is recommended that an all-way stop control not be installed at East Avenue and East Will Gate/Mastwood Crescent since the subject intersection failed to meet the warrant for installation which was adopted by Council for use in the City of Toronto.

RECOMMENDATIONS

Transportation Services, Scarborough District, recommends that Scarborough Community Council recommend that City Council:

1. Not approve the installation of an all-way stop control at the intersection of East Avenue and East Willow Gate/Mastwood Crescent.
2. Not pass or amend the appropriate by-law(s) accordingly.

FINANCIAL IMPACT

There is no financial impact associated with this report; however, the financial cost of installing a new all-way stop control is approximately \$600.00. Funding for compulsory signs is available in the Transportation Services 2009 Operating Budget, within Cost Centre TPO397.

ISSUE BACKGROUND

Further to a request from Councillor Ron Moeser, Transportation Services staff reviewed the feasibility of all-way stop controls at the intersection of East Avenue and East Willow Gate/Mastwood Crescent.

COMMENTS

Several characteristics describing the subject intersection of East Avenue and East Willow Gate/Mastwood Crescent include:

- The Toronto Transit Commission operates a service route along East Avenue.
- This t-type intersection is presently controlled by stop signs on the minor approaches of East Willow Gate and Mastwood Crescent at their respective intersections with East Avenue.
- Along this portion of East Avenue, the land use is primarily single family dwellings.
- East Avenue is a two-lane collector road with a posted speed limit of 40 kilometres per hour and a traffic volume of approximately 3900 vehicles per day with an 85th percentile speed of approximately 55 km/h.
- William G. Davis Junior Public School is located approximately 220 metres south of East Willow Gate/Mastwood Crescent.

The following comments outline the main reasons why an all-way stop control should only be installed when it is technically justified:

- Most motorists are reasonable and prudent with no intention of maliciously violating traffic regulations. However, when unreasonable restrictions are imposed, it may result in flagrant violations. In such cases, stop signs can, in fact give pedestrians a false sense of security and can encourage attitudes of contempt in a motorist. These two attitudes can and often do conflict, ultimately which undermines safety for both pedestrians and motorists.
- Unwarranted stop signs often result in an increase in speeds by motorists to make up time for what they perceive as unnecessary delays.
- In view of the City's obligation to provide services in an environmentally conscious manner, the installation of unwarranted stop controls also contributes to unnecessary fuel consumption and higher levels of noise and air pollution. These pollutants most specifically impact those residents in the immediate vicinity of the intersection.

A traffic study conducted at the intersection of East Avenue and East Willow Gate/Mastwood Crescent during the morning and afternoon peak hours of a typical weekday (Tuesday, May 12, 2009) produced the following results:

All-Way Stop Control Warrant (Four-Hour Study Period Average)	A Total Approach Vehicle Volume	B Vehicle/Pedestrian Volume Crossing Major Road	C Unit Volume Split* Major/Minor Roads
East Avenue at East Willow Gate / Mastwood Crescent	338	30	91/9
Warrant Requirements For Study Period Average For Collector Roads	≥ 375	≥ 150	$\geq 30/70$ or $\leq 70/30$

* "Unit Volume Split": Major Road Volume – Vehicles only.
Minor Road Volume – Vehicles plus pedestrians crossing the major road.

For an All-Way Stop Control to be numerically justified, the traffic volume requirements for the "Study Period Average" must be completely satisfied in Categories A and C, or Categories B and C.

As outlined in the above table, the traffic volumes do not meet the requirements to install an all-way stop control at the subject intersection at this time.

A review of the collision records revealed that no collisions were reported at this intersection during the five-year period ending December 31, 2008. This record shows there is no indicative collision problem at this site at this time.

Accordingly, based on the above-mentioned traffic study results, this intersection is operating in a safe and efficient manner and as such, an all-way stop control is not recommended at the subject intersection.

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SIGNATURE

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ATTACHMENTS

1. Location Plan (All-Way Stop Signs Study – East Avenue and East Willow Gate/Mastwood Crescent)