



STAFF REPORT ACTION REQUIRED

Falstaff Avenue and Erie Street, Falstaff Avenue and Blue Springs Road – All-Way STOP Control

Date:	May 19, 2010
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 12 – York South-Weston
Reference Number:	p:\2010\Cluster B\TRA\EtobicokeYork\eycc100091-to

SUMMARY

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

The purpose of this report is to present the results of two studies regarding the installation of an all-way STOP control at the intersections of Falstaff Avenue and Erie Street; and Falstaff Avenue and Blue Springs Road.

A staff assessment concludes that the criteria for installing all-way STOP controls at these locations are not achieved.

RECOMMENDATIONS

Transportation Services recommends to Etobicoke York Community Council that:

1. An all-way STOP control not be installed at the intersection of Falstaff Avenue and Erie Street.
2. An all-way STOP control not be installed at the intersection of Falstaff Avenue and Blue Springs Road.

Financial Impact

Adopting this report has no financial impact; however, if Community Council decides to approve installing either one or both all-way STOP controls at the above-noted locations, the estimated cost is \$400.00 for each location. Financing is available through the Transportation Services Operating Budget.

ISSUE BACKGROUND

Councillor Frank Di Giorgio, on behalf of area residents, requested that Transportation Services staff technically assess Falstaff Avenue and Erie Street; and Falstaff Avenue and Blue Springs Road intersections for the installation of all-way STOP controls.

COMMENTS

According to the City of Toronto's road classification system, Falstaff Avenue, Erie Street and Blue Springs Road are classified as "local" roads. Erie Street and Blue Springs Road are controlled by a STOP sign where they intersect Falstaff Avenue. Observations in the field show that visibility for vehicles approaching these intersections are adequate for safe operation.

The justification for installing an all-way STOP control is based on a technical Warrant adopted by Toronto City Council. The Warrant is based on crash history and traffic volume. The technical warrants for all-way STOP controls are not met at these locations, and no vehicle or pedestrian conflicts were observed during our studies. Our study results and analysis are summarized in Appendix A.

A review of the Toronto Police Service crash records for this intersection show no reported crashes, that otherwise may not have happened if controlled by all-way STOP signs, over the three-year period ending on December 31, 2009.

We wish to emphasise that STOP controls define right-of-way. Empirical evidence shows that all-way STOP controls, especially when installed at low volume locations such as this, have little significant impact on vehicle operating speeds or traffic volume, encourage non-compliance, waste fuel and increase vehicle noise and emissions.

Based on the foregoing, we do not recommend installing all-way STOP controls at these intersections.

CONTACT

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SIGNATURE

Allan Smithies, Acting Director
Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix A
Attachment 1: Map
Attachment 2: Context Map/Aerial Photos

APPENDIX A

Warrants for All-way “STOP” Sign Control

Study location: Falstaff Avenue (local) and Erie Street (local)

Date: Thursday, April 2, 2009

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	534	42	92/8
Warrant Requirements for Study Period Average	250	100	70/30

Study location: Falstaff Avenue (local) and Blue Springs Road (local)

Date: Thursday, April 29, 2010

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	529	48	91/9
Warrant Requirements for Study Period Average	250	100	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”.