

All-Way Stop Control – King High Avenue and Robbie Avenue

Date: September 25, 2017

To: North York Community Council

From: Acting Director, Transportation Services, North York District

Wards: Ward 10 – York Centre

SUMMARY

This staff report is about a matter for which Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services was requested to review the need for all-way stop control at King High Avenue and Robbie Avenue.

The installation of an all-way stop control is not warranted at this location as the combined vehicle and pedestrian volumes crossing the major street are insufficient to warrant the installation of an all-way stop control.

RECOMMENDATIONS

The Acting Director, Transportation Services, North York District recommends that North York Community Council:

1. Deny the installation of an all-way stop control at the intersection of King High Avenue and Robbie Avenue.

FINANCIAL IMPACT

There are no financial implications to this report. However, should North York Community Council overturn staff's recommendation, the funds for the installation of the all-way stop control at the intersection of King High Avenue and Robbie Avenue, estimated at \$500.00 are included within the Transportation Services 2017 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

King High Avenue is a local street with a posted speed limit 40 km/h and a pavement width of 8.5 metres. A municipal sidewalk is provided on the east side of King High Avenue. Robbie Avenue is a local street with a posted speed limit of 40 km/h and a pavement width of 8.5 metres that intersects the east side of King High Avenue in a 'T'-type intersection. There are no municipal sidewalks on Robbie Avenue. At this intersection, King High Avenue is free flow and Robbie Avenue is stop controlled.

A review of Toronto Police Service collision records for the three-year period ending December 31, 2016, revealed that there have been no collisions reported at the intersection of King High Avenue and Robbie Avenue of a type susceptible to correction by the installation of an all-way stop control.

In order for all-way stop control to be technically justified the warrant criteria adopted by City Council must be satisfied. The criteria include collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

Transportation Services applied the warrant criteria against vehicle and pedestrian studies undertaken in June 2017 and the collision history at the intersection of King High Avenue and Robbie Avenue. The results are summarized below:

Table 1: All-Way Stop Control Study at King High Avenue and Robbie Avenue (June 6, 2017)

King High Avenue and Robbie Avenue		Actual	Required	Satisfied (YES/NO)
A	Collision History	0/3 yrs	6/3 yrs	NO
B1	Total Vehicle Volumes	149	250/avg hr	NO
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road	10	100/avg hr	NO
B3	Percentage of Traffic on Major Road	93	≤70	NO
	Overall Warrant			NO

In order for all-way stop control to be justified either Warrant A must be met or Warrants B1 or B2 combined with Warrant B3 must be met. Our study results indicate an all-way stop control is not justified.

Motorist and pedestrian sight lines were found to be clear and unobstructed for all approaches to this intersection.

The Ward Councillor is aware of the recommendations of this staff report.

CONTACT

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SIGNATURE

Peter K. Hillier
Acting Director

ATTACHMENTS

Attachment 1: Map - Requested All-Way Stop Control - King High Avenue and Robbie Avenue