

All-Way Stop Control - Antibes Drive (north/south segment) at Antibes Drive (eastbound one-way segment) (Follow-up Report)

Date: April 9, 2018

To: North York Community Council

From: Acting Director, Transportation Services, North York District

Wards: Ward 10 - York Centre

SUMMARY

As the Toronto Transit Commission (TTC) operates bus service on Antibes Drive, City Council approval of this report is required.

Transportation Services previously reported to City Council on a request for all-way stop control at Antibes Drive (north/south segment) and Antibes Drive (eastbound one-way segment). The installation of an all-way stop control was not recommended as it was not warranted, in addition to the fact that there is already an all-way stop controlled intersection in close proximity to this intersection.

Transportation Services were directed by City Council to undertake consultation with Parks, Forestry and Recreation staff to better inform the review and to report back to North York Community Council on the findings. The follow-up review confirmed that the installation of all-way stop would be problematic and it is still not recommended.

However, staff will continue to monitor this location and will undertake follow-up studies in one years' time.

RECOMMENDATIONS

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

1. City Council deny the installation of an all-way stop control at Antibes Drive (north/south segment) and Antibes Drive (eastbound one-way segment).

FINANCIAL IMPACT

There are no financial implications to this report. However, should North York Community Council overturn staff's recommendation, the installation of the all-way stop control at Antibes Drive (north/south segment) and Antibes Drive (eastbound one-way segment), including required pedestrian ramps, is estimated to cost \$5,000.00 and will be included within the Transportation Services 2018 Operating Budget.

DECISION HISTORY

City Council, at its meeting on November 7, 8 and 9, 2017, directed Transportation Services to work with Parks, Forestry and Recreation to assess the pedestrian flows from the Antibes Community Centre to Antibes Drive to inform the all-way stop review and to report back to North York Community Council. The Council decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.NY25.12>

COMMENTS

In response to a request from City Council (NY25.12), Transportation Services undertook a follow-up review and consultation with Parks, Forestry and Recreation to assess the need for all-way stop control at Antibes Drive (north/south segment) and Antibes Drive (eastbound one-way segment).

Transportation Services previously reported to the October 17, 2017 meeting of North York Community Council on a request for all-way stop control at the subject intersection. This installation was not recommended for the following reasons:

- the City Council approved numerical warrants for the installation of all-way stop sign control are not met;
- there is a short spacing to the adjacent all-way stop control to the north, at Antibes Drive (westbound one-way section);
- the Toronto Police Service collision records did not disclose a collision pattern; and
- the site observations confirmed that there are clear sight lines.

The staff report appeared before City Council on November 7, 8 and 9, 2017 and staff were directed to work with Parks, Forestry and Recreation "to assess the pedestrian flows from the community centre to Antibes Drive to inform the all-way stop review and to report back to the North York Community Council."

Consultation was undertaken with Parks, Forestry and Recreation staff as requested by City Council. They advised that Antibes Community Centre is a free and fully accessible centre that is highly frequented by the surrounding community. The centre addresses the recreational needs of a large, diverse population. Its amenities include a pool, youth

space and multiple programming rooms that are highly utilized by patrons. Antibes Community Centre also provides permits to a host of community partners and agencies.

In view of Parks, Forestry and Recreation's comments, Transportation Services has undertaken further evaluation of the requested installation of all-way stop sign control. Notwithstanding the forgoing, Transportation Services continues to object to the installation of all-way stop control at the subject intersection. In addition to the points noted in the previous staff report, there are additional technical reasons why an all-way stop sign control may be potentially problematic.

The main concern of Transportation Services is the presence of the Antibes Community Centre's driveway, which is located on the west side of Antibes Drive, offset to the north from the southern 'T' intersection. This driveway creates a larger intersection and poses challenges for the location of the pedestrian crossings. East-west pedestrians should not be directed to cross to/from this driveway, although many pedestrians might be undertaking this movement under the existing conditions.

Therefore, the subject driveway would need to be incorporated into the potential all-way stop control and the pedestrian crossing lines would need to be installed north of the driveway. Operationally, the offset configuration illustrated above poses the following concerns:

- At offset intersections, the greater distance between the side streets means that a pedestrian may not be as visible to a motorist that is about to proceed from a stopped position;
- Additionally, motorists may be travelling at a greater rate of speed when they traverse the pedestrian crossing area; and
- Transportations Services' experience with all-way stop controlled intersections where there is a one-way street travelling away from the intersection, and where there are low pedestrian volumes at certain times of the day, suggests that there would be poor motorist compliance.

The intersection configuration and the potential conflicts have been illustrated in the attached figure.

It is acknowledged that pedestrians may be crossing east-west to/from the Antibes Community Centre's driveway under the existing conditions. However, there is no controlled crossing provided or any indications to suggest that pedestrians have the right-of-way. Accordingly, pedestrians are required to use their own judgement as to whether there is a suitable gap in traffic to cross.

With the potential all-way stop sign control, pedestrians may assume that motorists will see them and come to a stop, when this may not be the case for the reasons outlined above. For these reasons, Transportation Services does not believe that the introduction of all-way stop control would potentially enhance the pedestrian safety at this intersection and thus continues to recommend against such installation.

Transportation Services is committed to monitoring the safety in this area and will reassess the situation in one year to determine if the warrant criteria for an all-way stop control will change. Parks, Forestry and Recreation staff are agreeable to this course of action.

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

CONTACT

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SIGNATURE

Peter K. Hillier
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ATTACHMENTS

Attachment 1: Diagram - Antibes Drive (north/south segment) at Antibes Drive (eastbound one-way segment) - Potential pedestrian-vehicle conflict points with all-way stop sign control