STAFF REPORT
ACTION REQUIRED

All-Way Stop Control – Prennan Avenue and Mervyn Avenue

Date: December 11, 2012

To: Etobicoke York Community Council

From: Director, Transportation Services - Etobicoke York District

Wards: Ward 5 – Etobicoke-Lakeshore

Reference Number: p:\2013\Cluster B\TRA\EtobicokeYork\eycc130003-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 Prennan Avenue and Mervyn Avenue. A staff assessment has determined that the criteria for the installation of an all-way stop control are achieved at the intersection.

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

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

Financial Impact

<table>
<thead>
<tr>
<th>Type of Funding</th>
<th>Source of Funding</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available within current budget</td>
<td>Transportation Services Operating Budget</td>
<td>$ 500.00</td>
</tr>
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ISSUE BACKGROUND

Transportation Services investigated a request from the Ward Councillor, on behalf of area residents, for the installation of an all-way stop control at the intersection of Prennan Avenue and Mervyn Avenue. The request is the result of concerns with respect to safety at this location. A map of the area is Attachment 1.
COMMENTS
Prennan Avenue is a two-lane 8.5 metres wide road classified in the City’s Road Classification System as a “Local” road. This street is located in the residential community west of Kipling Avenue and runs between Bloor Street West and Burnhamthorpe Road. Prennan Avenue has an urban cross-section which includes curb and gutter with no sidewalks on either side of the street. Parking is prohibited anytime on both sides of Prennan Avenue, south of Mervyn Avenue, and allowed on both sides of the street, subject to the city-wide three hour maximum, north of Mervyn Avenue. The speed limit on the street is 40 km/h.

Mervyn Avenue is a two-lane 7.1 metres wide local road running east and west between Kipling Avenue and Charleston Road. It has an urban cross-section which includes curb and gutter with a sidewalk on the south side of the street. The statutory speed limit on the street is 50 km/h. The east and west approaches are controlled by stop signs at the intersection.

The justification for the installation of an all-way stop control is subject to a technical warrant adopted by Toronto City Council based on collision history and traffic volume. Based on the findings of our study, the intersection of Prennan Avenue and Mervyn Avenue meet the necessary criteria for all-way stop controls. Our study results are summarized in Appendix A.

Toronto Police Service collision records for a three-year period ending December 31, 2011, indicate a good safety record with no reported collisions at the intersection.

To improve the management of traffic, it is recommended that all-way stop controls be installed at the intersection of Prennan Avenue and Mervyn Avenue.

CONTACT
Blair Lagden, Engineering Technologist - Etobicoke York District
Phone: 416-394-8414; Fax: 416-394-8942
Email: blagden@toronto.ca
AFS16944

SIGNATURE

Steven T. Kodama, P.Eng.
Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Attachment 1: Map
Appendix A
APPENDIX A

Warrants for All-way “Stop” Sign Control

Study location: Prennan Avenue and Mervyn Avenue

<table>
<thead>
<tr>
<th>Four-Hour Study Period</th>
<th>Total Approach Vehicle Volume</th>
<th>Vehicle/Pedestrian Volume Crossing Major Road</th>
<th>Unit Volume Split Major/Minor Roads</th>
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<tbody>
<tr>
<td>Study Period Average</td>
<td>170</td>
<td>100</td>
<td>43/57</td>
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<tr>
<td>Warrant Requirements</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>for Study Period Average</td>
<td>≥250</td>
<td>≥100</td>
<td>≥30/70 or ≤70/30</td>
</tr>
</tbody>
</table>

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”