TORONTO

STAFF REPORT
ACTION REQUIRED

Traffic Concerns – Long Branch Avenue and Park Boulevard

Date:	July 15, 2015
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 6 – Etobicoke-Lakeshore
Reference Number:	p:\2015\Cluster B\TRA\EtobicokeYork\eycc150132-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 a study regarding the need for an all-way stop control at the intersection of Long Branch Avenue at Park Boulevard. A staff assessment concludes that the criterion for installing an all-way stop at this location is 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 Long Branch Avenue and Park Boulevard.

Financial Impact

There are no financial implications resulting from the adoption of this report; however, if Community Council decides to approve installing all-way stop controls the following financial impact will result:

The estimated cost for the installation of the all-way stop control is $600.00. These funds are included within the Transportation Services 2015 Operating Budget.

ISSUE BACKGROUND

The Ward Councillor, on behalf of area residents, requested that Transportation Services staff investigate the need for an all-way stop control at the intersection of Long Branch Avenue and Park Boulevard and report the results to Etobicoke York Community Council. A map of the area is Attachment 1.

COMMENTS

Long Branch Avenue, in the vicinity of Park Boulevard, is a two-lane roadway designated in the City's Road Classification System as a ‘Local’ road. This section of Long Branch Avenue has an urban cross-section (curb and gutter) with sidewalks on both sides of the street. The legal speed limit on Long Branch Avenue is 50 km/h.

Park Boulevard is a two-lane roadway designated in the City's Road Classification System as a ‘Local’ road. It has an urban cross-section (curb and gutter) with no sidewalks west of the intersection. East of the intersection, there is a sidewalk on the south side of the street. The posted speed limit on the street is 40 km/h.

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 collision history and traffic volume. Our study results are summarized in Appendix A. The technical warrants for all-way stop controls are not met at this location, and no vehicle or pedestrian conflicts were observed during our studies.

To address concerns regarding vehicular speeds, automatic speed and volume counts were conducted on Park Boulevard east of the intersection. The studies revealed that the 85th percentile speed (the speed at or below which 85 percent of the motorists feel comfortable travelling given the prevailing traffic and roadway conditions) was 44 km/h. The average speed of the vehicles recorded was 36 km/h. During our studies the instances of excessive speeding were not prevalent, as indicated in our attached *Technical Summary* document.

A review of the Toronto Police Service collision records at the intersection show two reported incidents over the three-year period ending on October 31, 2013.

Considering the failure of the all-way stop control warrant mainly due to insufficient traffic volume on the minor street, we do not recommend installing all-way stop controls at the intersection. We wish to emphasise that stop controls define right-of-way. Empirical evidence shows that all-way stop controls, especially when installed at unwarranted locations, have little significant impact on vehicle operating speeds or traffic volume on either side of the control, encourage non-compliance, waste fuel and increase vehicle noise and emissions.

CONTACT

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SIGNATURE

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Vincent Sferrazza
Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix A: Warrant for All-Way "Stop" Sign Control
Attachment 1: Map

APPENDIX A

Warrant for All-Way Stop Control

Study location: Long Branch Avenue and Park Boulevard
Study Date – Thursday, May 29, 2014

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
7:30 a.m. to 8:30 a.m.	134	73	52/48
8:30 a.m. to 9:30 a.m.	139	84	49/51
3:00 p.m. to 4:00 p.m.	135	82	47/53
4:00 p.m. to 5:00 p.m.	166	101	46/54
Study Period Average	***144***	***85***	***48/52***
Warrant Requirements For Study Period Average	*≥ 250*	*≥ 100*	*≤ 70/30 or ≥ 30/70*

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 of the above three categories:

1. **"Total Approach Vehicle Volume"** and **"Unit Volume Split – Major/Minor Roads"**

or

2. **"Vehicle/Pedestrian Volume Crossing Major Road"** and **"Unit Volume Split - Major/Minor Roads"**