TORONTO

# STAFF REPORT
# ACTION REQUIRED

# All-Way Stop Control: Acton Avenue and Honiton Street

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|---|---|
| **Date:** | April 24, 2015 |
| **To:** | North York Community Council |
| **From:** | Director, Transportation Services, North York District |
| **Wards:** | **Ward 10 – York Centre** |
| **Reference Number:** | *p:/2015/ClusterB/TRA/NorthYork/ny15046* |

## SUMMARY

This staff report is about a matter that 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 is requesting North York Community Council to deny the installation of an All-Way Stop Control at the intersection of Acton Avenue and Honiton Street.

## RECOMMENDATIONS

Transportation Services recommends that North York Community Council:

1. Deny the request for installation of an All-Way Stop Control at the intersection of Acton Avenue and Honiton Street.

## Financial Impact

There are no financial implications to this report.

## ISSUE BACKGROUND

Transportation Services was requested by the Ward Councillor on behalf of a local resident to review the feasibility of installing an All-Way Stop Control at the intersection of Acton Avenue and Honiton Street. Motorist and pedestrian sightlines are clear and unobstructed for all approaches to the intersection.

## COMMENTS

Both Acton Avenue and Honiton Street are designated as local roadways with a regulatory speed limit of 40 km/h. Currently, northbound and southbound traffic on Honiton Street are required to stop at Acton Avenue.

To assess the existing traffic conditions at the intersection of Acton Avenue and Honiton Street, this Division recently conducted an All-Way Stop study, assessed the existing roadway geometry and collected intersection collision statistics. For the Committee's reference, we have also included our previous All-Way Stop studies that were conducted in 2011 and 2005, respectively.

The results of the study conducted on April 22, 2015 are as follows:

| | **Acton Avenue and Honiton Street** | **Actual** | **Required** | **Satisfied (YES/NO)** |
|---|---|---|---|---|
| *A* | Collision History | 2/3 yrs | 6/3 yrs | NO |
| *B1* | Total Vehicle Volumes | 91 | 250/avg hr | NO |
| *B2* | Combined Vehicle & Pedestrian Volumes Crossing Major Road | 55 | 100/avg hr | NO |
| *B3* | Percentage of Traffic on Major Road | 42 | $\leq$ 70 | Yes |
| | **Overall Warrant** | | | **NO** |

The results of the study conducted on March 30, 2011:

| | **Acton Avenue and Honiton Street** | **Actual** | **Required** | **Satisfied (YES/NO)** |
|---|---|---|---|---|
| *A* | Collision History | 1/3 yrs | 6/3 yrs | NO |
| *B1* | Total Vehicle Volumes | 94 | 250/avg hr | NO |
| *B2* | Combined Vehicle & Pedestrian Volumes Crossing Major Road | 63 | 100/avg hr | NO |
| *B3* | Percentage of Traffic on Major Road | 37 | $\leq$ 70 | Yes |
| | **Overall Warrant** | | | **NO** |

The results of the study conducted on July 26, 2005:

| | **Acton Avenue and Honiton Street** | **Actual** | **Required** | **Satisfied (YES/NO)** |
|---|---|---|---|---|
| *A* | Collision History | 0/3 yrs | 6/3 yrs | NO |
| *B1* | Total Vehicle Volumes | 66 | 250/avg hr | NO |
| *B2* | Combined Vehicle & Pedestrian Volumes Crossing Major Road | 47 | 100/avg hr | NO |
| *B3* | Percentage of Traffic on Major Road | 35 | $\leq$ 70 | Yes |
| | **Overall Warrant** | | | **NO** |

In order for the All-Way Stop "Overall Warrant" to be warranted either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved.

The results of the All-Way Stop Study conclude that the warrants for the installation of an All-Way Stop Control were not satisfied given that the Collision History and Total Vehicle Volumes or Combined Vehicles and Pedestrian Volumes Crossing the Major Road did not exceed the required threshold.

A review of Toronto Police Service collision records revealed that in a three-year period ending December 31, 2013, there have been two (2) collisions at this intersection of a type susceptible to correction by the installation of an All-Way Stop Control.

Traffic engineering studies have shown that the installation of unwarranted stop signs may lead to a high level of non-compliance, which may result in an increase in the number of collisions and the reduction in the level of safety for both motorists and pedestrians. The principle purpose of the installation of an All-Way stop control is to control the right-of-way movements within the limits of the intersection and not as a speed control.

In view of the above, Transportation Services does not support the installation of an All-Way Stop Control at the intersection of Acton Avenue and Honiton Street.

The Ward Councillor has been advised of the recommendation of this staff report.

## CONTACT

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## SIGNATURE

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Jacqueline White, P. Eng.
Director

## ATTACHMENTS

Attachment 1: Map – Acton Ave and Honiton St - AWSC