TORONTO

REPORT FOR ACTION

All-Way Stop Control - Alberta Avenue and Burlington Crescent

Date: October 20, 2016
To: Etobicoke York Community Council
From: Director, Transportation Services, Etobicoke York District
Wards: Ward 17 – Davenport

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 installation of an all-way stop control at the intersection of Alberta Avenue and Burlington Crescent. A staff assessment concludes that the criteria for installing an all-way stop at this location are not achieved.

RECOMMENDATIONS

The Director, Transportation Services, Etobicoke York District recommends that:

1. Etobicoke York Community Council not approve the installation of all-way stop controls at the intersection of Alberta Avenue and Burlington Crescent.

FINANCIAL IMPACT

There are no financial implications resulting from the adoption of this report.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

The Ward Councillor, as a result of a petition from area residents, requested that Transportation Services staff investigate an all-way stop control at the intersection of Alberta Avenue and Burlington Crescent. A map of the area is attached to this report.

Alberta Avenue and Burlington Crescent are two-lane roads classified in the City's Road Classification System as "Local" roadways. Alberta Avenue is 9.8 metres wide and the width of Burlington Crescent is 7.3 metres wide. These streets are located east of Oakwood Avenue, south of St. Clair Avenue West. Alberta Avenue as well as Burlington Crescent have sidewalks on both sides of the road. The legal speed limit on Alberta Avenue is 30 km/h and Burlington Crescent is 40 km/h. Currently, a stop sign control is located on Burlington Crescent for eastbound traffic at the intersection of Alberta Avenue and Burlington Crescent. Speed humps are also installed on this section of Alberta Avenue.

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. The technical warrants for all-way stop controls are not met at this location, specifically, the insufficient traffic entering the intersection, and no vehicle or pedestrian conflicts were observed during our study.

In addition to our all-way stop control studies, staff conducted a review of the Toronto Police Services collision records for the past three years for which we have complete data (January 1, 2012 to December 31, 2014). The results of this review indicate a good safety record and the Toronto Police Service collision records indicate that there have been no reported collisions at this intersection.

To address the concerns regarding speeding vehicles, speed and volume counts were conducted on Alberta Avenue, near Burlington Crescent during the most ideal weather conditions. The study 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 40 km/h with an average speed of 34 km/h. Our field observations reveal there are some instances of speeding. Transportation services forwarded a copy of our studies to the Toronto Police Service, 13 Division, for their review and any enforcement action they deemed necessary.

We wish to emphasise that stop controls define right-of-way. Empirical evidence shows that all-way stop controls, especially when installed at low volume locations such as this, 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.

Based on the foregoing, we do not recommend installing an all-way stop control at this intersection.

CONTACT

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

ATTACHMENTS

Appendix A: Warrant for All-Way Stop Control
Attachment 1: Area Map (Alberta Avenue and Burlington Crescent)

APPENDIX A

1.0 All-Way Stop Control

Location: Alberta Avenue and Burlington Crescent
Study Date: Wednesday, September 30, 2015

Four Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads*
7:00 a.m. to 8:00 a.m.	210	20	91/9
8:00 a.m. to 9:00 a.m.	164	13	92/8
4:00 p.m. to 5:00 p.m.	263	21	92/8
5:00 p.m. to 6:00 p.m.	193	12	94/6
Study Period Average	208	17	92/8
Warrant Requirements	≥ 250	≥100	≥ 30/70 or ≤ 70/30

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:

“Total Approach Vehicle Volume” and “Unit Volume Split – Major/Minor Roads”

Or

“Vehicle/Pedestrian Volume Crossing Major Road” and “Unit Volume Split - Major/Minor Roads"

1. Area Map (Alberta Avenue and Burlington Crescent)

