

All-Way Stop Control - Sunnyside Avenue at Constance Street, Sunnyside Avenue at Grenadier Road and Sunnyside Avenue at Westminster Avenue

Date: January 12, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 14, Parkdale-High Park

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 approval to install three all-way stop controls on Sunnyside Avenue at Constance Street, at Grenadier Road and at Westminster Avenue to enhance safety for pedestrians, cyclists and motorists using these intersections. The installation of the all-way stop sign control is technically warranted and will enhance operational safety at these intersections.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District recommends that:

1. Toronto and East York Community Council authorize an all-way stop control at the intersection of Sunnyside Avenue at Constance Street.
2. Toronto and East York Community Council authorize an all-way stop control at the intersection of Sunnyside Avenue at Grenadier Road.
3. Toronto and East York Community Council authorize an all-way stop control at the intersection of Sunnyside Avenue and Westminster Avenue.

FINANCIAL IMPACT

All costs associated with the necessary signage installation are included within the Transportation Services 2018 Operating Budget estimates.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by Councillor Gord Perks' office to investigate and report on the feasibility of installing three all-way stop controls on Sunnyside Avenue at Constance Street, at Grenadier Road and at Westminster Avenue to enhance safety for all road users at these intersections.

Existing Conditions

Sunnyside Avenue, between Howard Park Avenue and High Park Boulevard, is a local, two-way roadway with a posted speed limit of 30 km/h. The daily traffic volume varies between 2,700 and 3,200 vehicles and it has a width of 7.3 metres. No transit service is provided along Sunnyside Avenue.

Constance Street is a local roadway with a daily traffic volume of about 700 vehicles. It operates one-way in the westbound direction. It has a speed limit of 30 km/h and a width of 7.3 metres. It intersects Sunnyside Avenue with an offset of about 12 metres. It has a stop sign control with Sunnyside Avenue. No transit service is provided along this roadway.

Grenadier Road is a local roadway with a daily traffic volume of about 1,000 vehicles. It operates one-way in the eastbound direction. It has a speed limit of 30 km/h and a width of 7.3 metres. It intersects Sunnyside Avenue with an offset of about 9 metres. It has a stop sign control with Sunnyside Avenue. No transit service is provided along this roadway.

Westminster Avenue is a local roadway with a daily traffic volume of about 1,200 vehicles. It operates one-way in the eastbound direction. It has a speed limit of 30 km/h and a width of 7.3 metres. It intersects Sunnyside Avenue with an offset of about 7 metres. It has a stop sign control with Sunnyside Avenue. No transit service is provided along this roadway.

The land use in the vicinity of these intersections is mainly residential.

Analysis

In order for an all-way stop control to be justified at an intersection, established warrant criteria must be satisfied. The criteria, as adopted by City Council, include such factors as collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and ratio of the percentage of traffic on the major and minor roads.

Transportation Services evaluated these three intersections on Sunnyside Avenue against the all-way stop sign control warrants approved by City Council. It applied the results of the vehicle and pedestrian study and the collision records of the Toronto Police Service to the all-way stop control criteria.

Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2016, revealed that one collision had occurred at the intersection of Sunnyside Avenue and Constance Street. This collision involved a cyclist. Further review revealed that this collision can be considered to be potentially preventable by the installation of all-way stop sign control.

A review of the collision records at the intersection of Sunnyside Avenue and Grenadier Road over the same period disclosed that three collisions had occurred. None of which involved a pedestrian or a cyclist. Further review disclosed that one collision can be considered to be potentially preventable by the installation of all-way stop sign control.

A review of the collision records over the same period at the intersection of Sunnyside Avenue and Westminster Avenue revealed that no collisions had occurred.

The results of the all-way stop control warrant studies at these three intersections have been summarized in the Appendix A.

Based on the results of the all-way stop control warrant studies, the technical warrants for the installation of all-way stop control at all three intersections on Sunnyside Avenue are satisfied and are supported by Transportation Services staff.

Councillor Gord Perks has been advised of the recommendation of this staff report.

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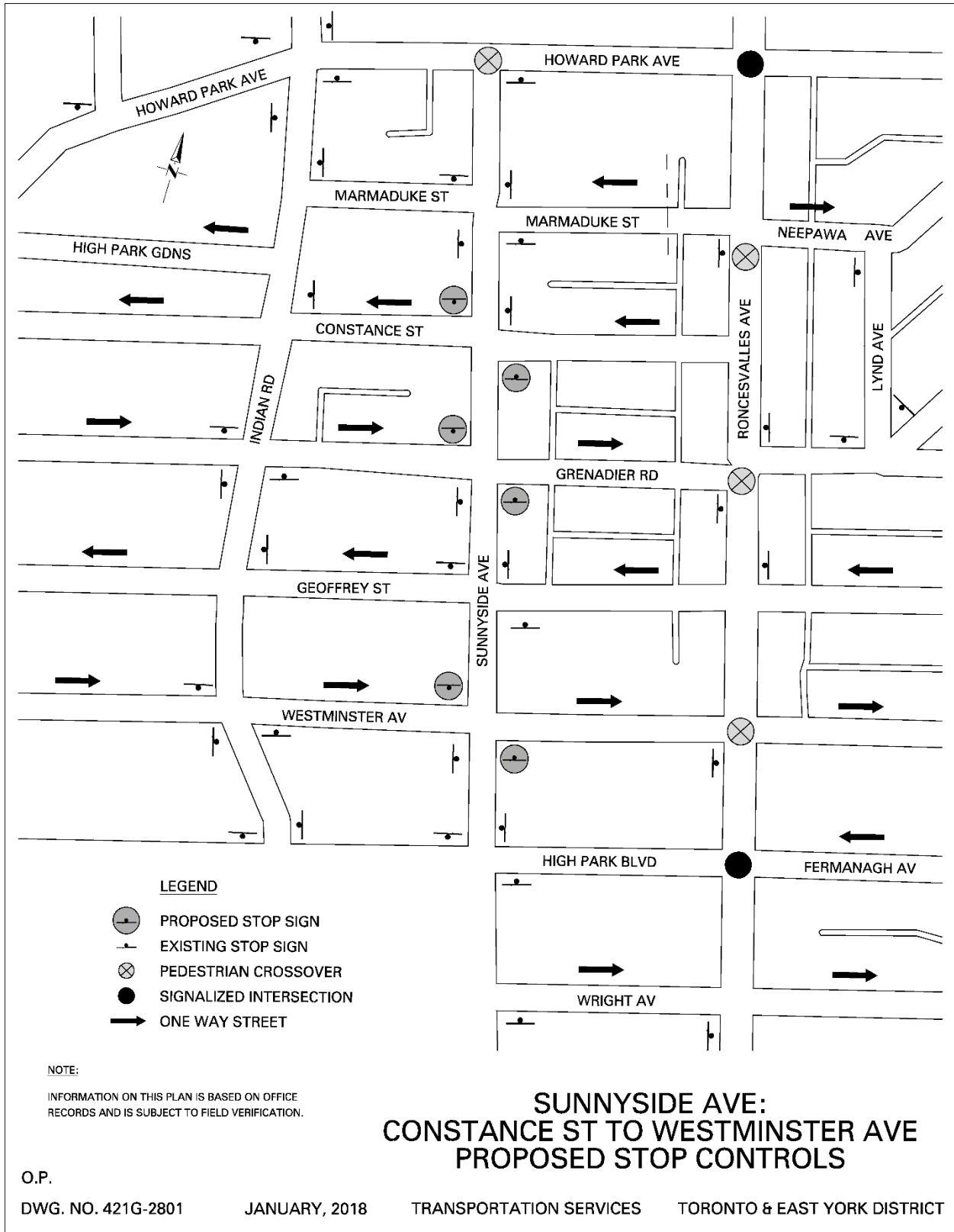
SIGNATURE

Dave Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

ATTACHMENTS

1. Drawing No. 421G-2801, dated January 2018
2. Appendix A - Summary of results for all-way stop control warrant studies on Sunnyside Avenue.

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Appendix A: Summary of results for all-way stop control warrant studies on Sunnyside Avenue

Intersections	Warrant 'A' Collision Hazard	Warrant 'B' – 1.a Total Approach Vehicle Volume (Each of Four Peak Hours)	Warrant 'B' – 1.b Combined Crossing Volume (Vehicles & Pedestrians)	Warrant 'B' – 2 Main Street / Side-Street Volume Split	All-way Stop Warrants Satisfied (Yes / No)
1. Sunnyside Avenue at Constance Street	0.30 per year (Warrant met)	263 Vehicles / Hour (Warrant met)	87 Units/Hour (Warrant not met)	70% / 30% (Warrant met)	Yes
2. Sunnyside Avenue at Grenadier Road	0.30 per year (Warrant met)	278 Vehicles / Hour (Warrant met)	101 Units / Hour (Warrant met)	67% / 33% (Warrant met)	Yes
3. Sunnyside Avenue at Westminster Avenue	0.00 per year (Warrant met)	323 Vehicles / Hour (Warrant met)	112 Units / Hour (Warrant met)	68% / 32% (Warrant met)	Yes
	Minimum required: (≥ 2 / year)	Minimum required: (250 Vehicles / Hour)	Minimum required: 100 Units /Hour	Minimum required; (≤ 70% / 30%)	

All-way stop sign control may be considered at intersections where at least one of the above Warrants 'A' or 'B' (B -1.a or B - 1.b and B – 2) met.