

All-Way Stop Control – North Park Drive and Redberry Parkway

Date: July 17, 2019
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

This report presents the results of Transportation Services' investigation on a traffic study conducted at the intersection of North Park Drive and Redberry Parkway to determine the feasibility for all-way stop control. As the study results indicate the City's warrant for the installation of all-way stop control is not met, all-way stop control is not recommended at this intersection.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council NOT authorize all-way stop control at the intersection of North Park Drive and Redberry Parkway.

FINANCIAL IMPACT

Adopting the above-noted recommendation does not result in any financial impact. However, if Etobicoke York Community Council decides to authorize the installation of all-way stop control, the estimated cost for the installation related signage is \$800.00. Funds are available in the Transportation Services 2019 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing all-way stop control at the intersection of North Park Drive and Redberry Parkway. A map of the area is shown on Attachment 1.

North Park Drive and Redberry Parkway are two-lane roads classified in the City's Road Classification System as "local" roadways. Sidewalks do not exist on either side of the road for both streets. The legal posted speed limit on North Park Drive is 40 km/h. As Redberry Parkway is equipped with speed humps the speed limit is 30 km/h. A stop control is located on Redberry Parkway for northbound traffic.

To address the request for additional stop controls at the intersection, a four-hour turning movement count was conducted during the morning and afternoon peak traffic periods on Tuesday, March 26, 2019. The justification for the installation of all-way stop control is subject to a technical warrant adopted by City Council, which is based on collision history and traffic volume. Based on the findings of our study, the intersection of North Park Drive and Redberry Parkway does not meet the warrant criteria for all-way stop control. Our study results are summarized in Attachment 2.

Toronto Police Service collision records for a three-year period (January 1, 2016 to December 31, 2018) revealed a good safety record with no reported collisions at the intersection.

It should be noted that during the study staff did not observe any confusion or ambiguity on the part of vehicles or pedestrians travelling within the intersection of North Park Drive and Redberry Parkway.

Stop controls define right-of-way. Empirical evidence shows that when all-way stop controls are installed at low volume locations such as this, they have minimal impact on reducing vehicle operating speeds or traffic volume, may encourage non-compliance and contribute to an increase in greenhouse gas emissions (GHG) and vehicle noise.

Based on the warrant not being met, all-way stop control at the intersection of North Park Drive and Redberry Parkway is not recommended.

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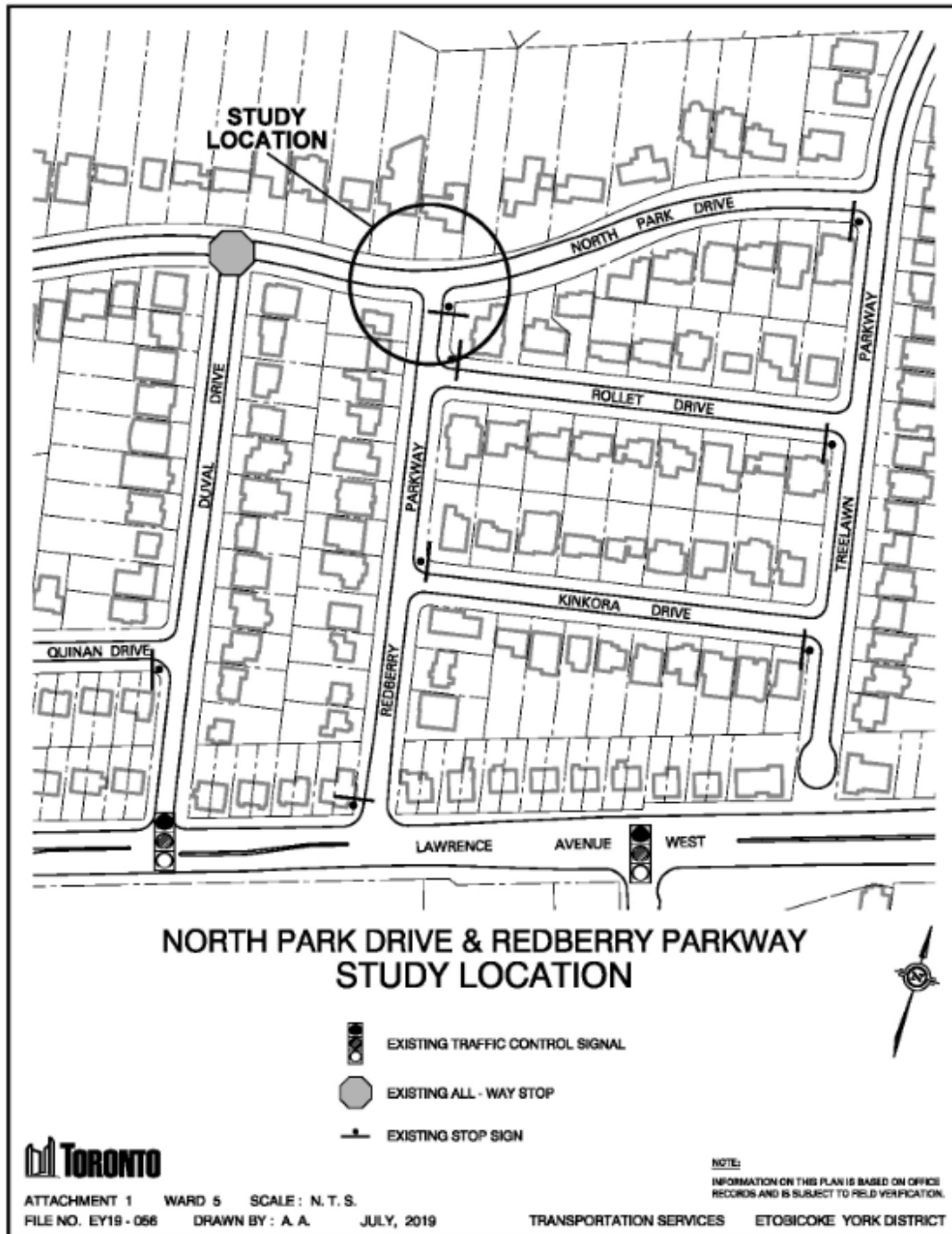
SIGNATURE

Roger Browne, M.A. Sc., P.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

Attachment 1: Location Plan (North Park Drive and Redberry Parkway).
Attachment 2: Warrant for All-Way Stop Control (North Park Drive and Redberry Parkway).

Attachment 1: Location Map - North Park Drive at Redberry Parkway



Attachment 2 - Warrant for All-Way Stop Control

Study location: North Park Drive and Redberry Parkway

Study Date Tuesday, March 26, 2019

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road ***	Unit Volume Split Major/Minor Roads ***
7:15 a.m. to 8:15 a.m.	60	32	50/50
8:15 a.m. to 9:15 a.m.	101	42	58/42
4:00 p.m. to 5:00 p.m.	117	71	40/60
5:00 p.m. to 6:00 p.m.	142	79	44/56
Study Period Average	105	56	47/53
Warrant Requirements For Study Period Average	≥ 250	≥ 100	$\geq 30/70$ or $\leq 70/30$

*** New Pedestrian Warrant numbers used as adopted by City Council on July 16, 2019 in the Vision Zero 2.0 report

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"