

All-Way Stop Control - Falkirk Street at Haddington Avenue

Date: March 18, 2019

To: North York Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 8 - Eglinton-Lawrence

SUMMARY

This staff report is about a matter for which 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 authorize the installation of all-way stop control at the intersection of Falkirk Street and Haddington Avenue.

The installation of an all-way stop control is warranted and recommended to clearly establish right-of-way and enhance pedestrian and vehicular safety.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services, recommends that North York Community Council:

1. Authorize all-way stop control at the intersection of Falkirk Street and Haddington Avenue.

FINANCIAL IMPACT

All costs associated with the necessary sign installations are included within the Transportation Services 2019 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by former Councillor Carmichael Greb on behalf of local residents to review the need for all-way stop control at the intersection of Falkirk Street and Haddington Avenue.

Falkirk Street is a north-south local road with daily two-way traffic volume of about 3,000 vehicles. It has a pavement width of approximately 8.5 metres, a posted speed limit of 40 km/h and sidewalk is provided on the east side of the road. Heavy vehicles are prohibited at all times and there is no TTC service provided on Falkirk Street.

Haddington Avenue is an east-west local road and controlled by stop sign at the intersection. It has a pavement width of approximately 8.5 metres, a posted speed limit of 40 km/h and a daily traffic volume of about 1,000 vehicles. There is a sidewalk on the south side, west of Falkirk Street. Heavy vehicles are prohibited at all times and there is no TTC service provided on Haddington Avenue.

The existing land use within the immediate area of the intersection of Falkirk Street and Haddington Avenue is primarily residential.

A review of the Toronto Police Service collision records revealed that over a three-year period ending May 31, 2018, there have been seven collisions reported at this intersection. None involved a pedestrian or cyclist and all the seven reported collisions were considered susceptible to correction by the use of all-way stop controls.

In order for all-way stop control to be technically warranted, the warrant criteria adopted by City Council should be satisfied. The criteria includes collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road, and the percentage of traffic on the major road.

Transportation Services undertook studies at this intersection on December 12, 2018 and December 13, 2018 during the p.m. and a.m. peak periods, respectively, to assess the feasibility of installing an all-way stop control. The numerical study results are summarized in Table 1.

Table 1 All Way Stop Control at Falkirk Street and Haddington Avenue

	Falkirk Street and Haddington Avenue	Actual	Required	Satisfied (YES/NO)
A	Collision History	7/3 yrs	6/3 yrs	Yes
B1	Total Vehicle Volumes	381/avg h	250/avg hr	Yes
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road	99/avg h	100/avg hr	NO
B3	Percentage of traffic on major road	75%	≤70%	NO
	Overall Warrant			Yes

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved.

Based on above review, the technical warrant for the installation of all-way stop control at the intersection of Falkirk Street and Haddington Avenue is justified as Warrant A is satisfied.

Therefore, all-way stop control is recommended at the intersection of Falkirk Street and Haddington Avenue. An all-way stop control will reduce potential conflicts between pedestrians and motorists and will enhance the crossing environment for pedestrians at this intersection.

An on-site assessment has confirmed that signs and pavement markings at this intersection are clearly visible and are generally in good condition. Overall, no unsafe or conflicting situation was observed during the study periods.

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

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map - All-Way Stop Sign Control - Falkirk Street and Haddington Avenue

