

All-Way Stop Control - Ledbury Street and Douglas Avenue

Date: July 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 Ledbury Street and Douglas Avenue.

The installation of an all-way stop control is justified 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 Ledbury Street and Douglas Avenue.

FINANCIAL IMPACT

All costs associated with the installation of the all-way stop control at the intersection of Ledbury Street and Douglas Avenue are included within the Transportation Services 2019 Operating Budget.

DECISION HISTORY

This item addresses a new matter.

COMMENTS

Transportation Services was requested by Councillor Mike Colle, on behalf of local residents, to review the need for all-way stop control at the intersection of Ledbury Street and Douglas Avenue.

Ledbury Street is an 8.5 metre wide collector street with a 40 km/h speed limit and sidewalks on both sides. Douglas Avenue is an 8.5 metre wide local street with a 40 km/h speed limit without sidewalks. Currently, north-south traffic on Ledbury Street operates free flow and east-west traffic on Douglas Avenue is stop controlled. There is no TTC service on either street.

A review of the Toronto Police Service collision records revealed that over a three-year period ending December 31, 2018, there have been 10 collisions reported at this intersection. Nine of these collisions were potentially preventable by all-way stop control. None involved a pedestrian or cyclist.

The intersection of Ledbury Street and Douglas Avenue was evaluated against the warrants for all-way stop control as adopted by City Council. The warrants consist of four components, including collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

The warrant criteria was applied against the above collision history and the results of a vehicle and pedestrian count completed at the intersection during the a.m. and p.m. peak periods on April 24, 2019. The study results are summarized in the following table.

	Ledbury Street and Douglas Avenue	Actual	Required	Satisfied (YES/NO)
A	Collision History	9/3 yrs.	9/3 yrs.	Yes
B1	Average Vehicle Volumes	389/hr	375/hr	Yes
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road	67/avg hr	150/avg hr	No
B3	Percentage of traffic on major road	83%	≤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 the above, the technical warrants for the installation of all-way stop control are met at the intersection of Ledbury Street and Douglas Avenue.

Therefore, it is recommended that all-way stop control be implemented at the intersection of Ledbury Street and Douglas Avenue. All-way stop control will reduce potential conflicts between pedestrians and motorists and will enhance the crossing environment for pedestrians at this intersection.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - All-Way Stop Sign Control - Ledbury Street and Douglas Avenue

Attachment 2: Map - All-Way Stop Sign Control - Ledbury Street and Douglas Avenue

