



## REPORT FOR ACTION

### All-Way Stop Control – Birchmount Road and Hollis Avenue

**Date:** February 27, 2019  
**To:** Scarborough Community Council  
**From:** Acting Director, Traffic Management, Transportation Services  
**Wards:** Ward 20 – Scarborough Southwest

#### SUMMARY

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This report is to obtain approval for the removal of the Pedestrian Crossover (PXO) located on Birchmount Road and Hollis Avenue and replace it with the installation of an All-way stop control (AWSC).

Traffic studies reveal that an AWSC be installed at the intersection of Birchmount Road and Hollis Avenue as the existing conditions meet the warrant for the installation of such a traffic control device. In addition, this report also recommends the existing Pedestrian Crossover (PXO), located on the north side of Birchmount Road at Hollis Avenue, be decommissioned / removed in conjunction with the new AWSC.

#### RECOMMENDATIONS

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

1. City Council authorize all-way compulsory stop control at the intersection of Birchmount Road and Hollis Avenue.
2. City Council authorize the removal of the pedestrian crossover on the north side of Birchmount Road at Hollis Avenue, in conjunction with the installation of all-way compulsory stop control at the intersection of Birchmount Road and Hollis Avenue.

## **FINANCIAL IMPACT**

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The financial cost of removal and decommissioning of the PXO poles, fixtures, beacons, electrical components and the installation of AWSC by way of the necessary signage and markings and any civil works to accommodate accessible pedestrian crossings is approximately \$20,000.00. The funding for the PXO decommissioning and the installation of AWSC has been requested in the Transportation Services Division's 2019 Operating budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Further to a request from Councillor Gary Crawford, Transportation Services staff reviewed the feasibility of replacing the existing PXO, on the north side of Birchmount Road at Hollis Avenue, with an all-way stop control.

### **Existing Conditions**

- Birchmount Road is classified as a two lane minor arterial road with a posted speed limit of 40 km/h between Danforth Avenue and Kingston Road.
- Hollis Avenue is classified as a two lane collector road with posted speed limit of 40 km/h between Birchmount Road and Clonmore Drive.
- Currently, this intersection operates as a Pedestrian Crossover (PXO) on the north side of Birchmount Road at Hollis Avenue.
- The eastbound traffic on Hollis Avenue is required to stop at Birchmount Road at this intersection.
- The land uses in this neighbourhood consists of a mixture of apartment buildings, and single family residential dwellings.
- Birchmount Community Centre is located west of the intersection and Immaculate Heart of Mary Catholic School is located north of the intersection on Birchmount Road.
- Toronto Transit Commission (TTC) operates revenue bus service on Birchmount Road.

## Analysis

### All-Way Stop Control Warrant Study

A traffic study conducted at the intersection of Birchmount Road at Hollis Avenue during the morning and afternoon peak hours of a typical weekday (Thursday, December 13, 2018), produced the following results:

| All-Way Stop Control Warrant                                        | A<br>Total Approach<br>Vehicle Volume | B<br>Vehicle/Pedestrian<br>Volume Crossing<br>Major Road | C<br>Unit Volume Split*<br>Major/Minor Roads |
|---------------------------------------------------------------------|---------------------------------------|----------------------------------------------------------|----------------------------------------------|
| Four-Hour<br>Study Period Hourly<br>Average                         | 754                                   | 240                                                      | 70 / 30                                      |
| Warrant Requirements<br>For Study Period Average<br>For Local Roads | ≥ 500                                 | ≥ 200                                                    | ≥ 30/70 or<br>≤ 70/30                        |

\* “Unit Volume Split”: Major Road Volume – Vehicles only.  
Minor Road Volume – Vehicles plus pedestrians crossing the major road.

For an all-way stop control to be numerically justified, the traffic volume requirements for the “Study Period Average” must be completely satisfied in Categories A and C, or Categories B and C.

As outlined in the above table, the traffic volumes meet the requirements to install an all-way stop control at the subject intersection. Therefore, the installation of an all-way stop control is recommended in conjunction with the removal of the existing PXO.

### Collision History

A review of the collision records revealed that there have been six preventable collisions and one pedestrian related collision reported at this intersection during the five-year period of available data ending December 31, 2018.

## CONTACT

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## SIGNATURE

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

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## ATTACHMENTS

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1. Location Plan (All-Way Stop Control - Birchmount Road and Hollis Avenue)

Attachment 1: Location Plan (All-Way Stop Control - Birchmount Road and Hollis Avenue)

