

## **All-way Stop Control - Virginia Avenue and Woodmount Avenue**

**Date:** June 3, 2019  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Traffic Management, Transportation Services  
**Wards:** Ward 19, Beaches - East York

### **SUMMARY**

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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 staff have reviewed the need for all-way stop control at the intersection of Virginia Avenue and Woodmount Avenue, to address residents' concerns regarding safety. Our assessment indicates the criteria as set out in the all-way stop warrant has not been satisfied at this intersection. Therefore, all-way stop control should not be installed at the intersection of Virginia Avenue and Woodmount Avenue.

### **RECOMMENDATIONS**

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

1. Toronto and East York Community Council not authorize the installation of all-way stop control at the intersection of Virginia Avenue and Woodmount Avenue.

### **FINANCIAL IMPACT**

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There is no financial impact resulting from the adoption of the recommendation in this report.

### **DECISION HISTORY**

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This report addresses a new initiative.

## COMMENTS

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At the request of Councillor Brad Bradford, on behalf of area residents, Transportation Services reviewed the feasibility of implementing all-way stop control at the intersection of Virginia Avenue and Woodmount Avenue.

### Existing Conditions

Virginia Avenue is a local east-west roadway with a pavement width of about 7.3 metres and a posted speed limit of 30 km/h. The daily two-way traffic volume on Virginia Avenue is about 300 vehicles.

Woodmount Avenue, between Cosburn Avenue and Holborne Avenue, is a local north-south roadway with a pavement width of about 7.3 metres, a daily two-way traffic volume of about 1,100 vehicles and posted speed limit of 30 km/h.

These two streets intersect to form a right-angled four-leg intersection, with right-of-way controlled by "Stop" signs for eastbound and westbound traffic on Virginia Avenue. Heavy trucks are prohibited at all times on both roadways. There is no TTC service provided on Virginia Avenue and Woodmount Avenue.

### Analysis

Transportation Services evaluated this intersection against the criteria governing the installation of stop signs which encompasses factors such as right-of-way conflicts, vehicular and pedestrian usage of the intersection, physical and geometric configuration, surrounding area traffic control and collision experience.

Collision statistics provided by the Toronto Police Service for the three-year period ending December 31, 2018 disclosed that three collisions had occurred at Virginia Avenue and Woodmount Avenue. All three collisions were angled collisions and could have been avoided by the installation of all-way stop control.

The results of the all-way stop control warrant study at the intersection of Virginia Avenue and Woodmount Avenue have been summarized in the following table:

<b>Warrant A: Collision History</b>	<b>Warrant B-1B: Combined Crossing Volume (Vehicles &amp; Pedestrians)</b>	<b>Warrant B-2: Main Street/Side- Street Volume Split</b>	<b>Warrant B-1A: Total Approach Vehicular Volume</b>	<b>All-Way Stop Warrants Satisfied (Yes/No)</b>
Required: $\geq 2$ Collisions/Year	Required: 100 Units/Hour	Required: $\leq 70\%/30\%$	Required: 250 Vehicles/Hour	
Actual: 1 Collisions/year (Not Met)	Actual: 35 Units/Hour (Not Met)	Actual: 62%/38% (Met)	Actual: 87 Vehicles/Hour (Not Met)	No

In order for the installation of all-way stop control to be warranted, Warrant A, Warrant B-1A or Warrant B-1B must be met in addition to Warrant B-2. Based on the above review, the technical warrants for the installation of all-way stop control at the intersection of Virginia Avenue and Woodmount Avenue is not satisfied and the requested installation of all-way stop control at this intersection is not recommended.

Councillor Brad Bradford has been advised of the recommendation of this staff report.

## **CONTACT**

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## **SIGNATURE**

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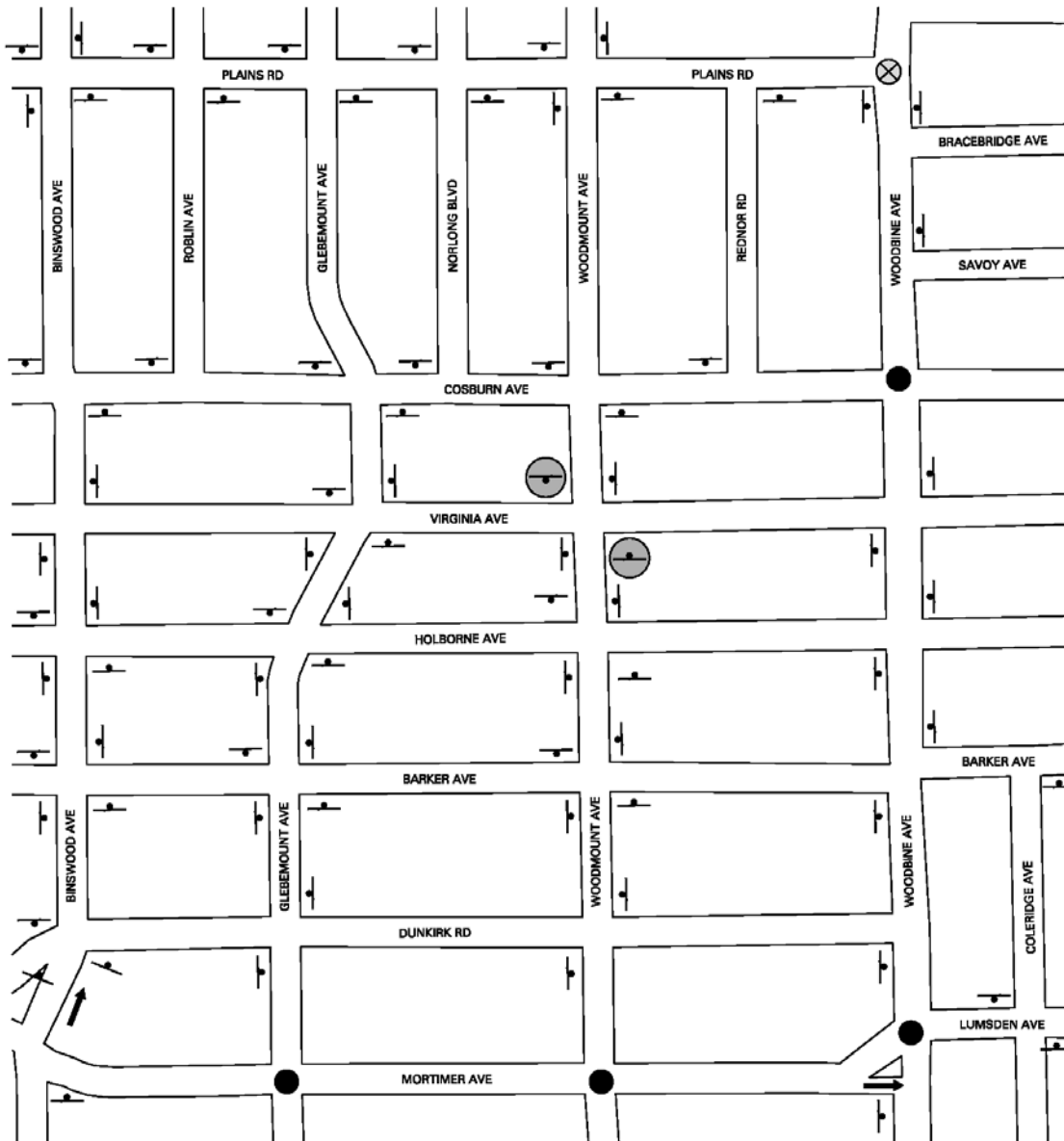
Roger Browne, M.A.Sc., P.Eng.,  
Acting Director,  
Traffic Management  
Transportation Services

## **ATTACHMENTS**






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1. Drawing No. 421G-3426, dated May 2019

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**LEGEND**

-  PROPOSED STOP SIGN
-  EXISTING STOP SIGN
-  PEDESTRIAN CROSSOVER
-  SIGNALIZED INTERSECTION
-  ONE WAY STREET

**NOTE:**  
 INFORMATION ON THIS PLAN IS BASED  
 ON OFFICE RECORDS AND IS SUBJECT  
 TO FIELD VERIFICATION.

# VIRGINIA AVE AND WOODMOUNT AVE: PROPOSED ALL-WAY STOP CONTROL



M.S.

DWG. NO. 421G-3426

MAY, 2019

TRANSPORTATION SERVICES

TORONTO & EAST YORK DISTRICT