

All-way Stop Control - Lyall Avenue and Osborne Avenue

Date: November 15, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 19, Beaches - East York

SUMMARY

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 Lyall Avenue and Osborne Avenue, to address pedestrian safety concerns. 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 Lyall Avenue and Osborne Avenue.

RECOMMENDATION

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 Lyall Avenue and Osborne Avenue.

FINANCIAL IMPACT

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

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

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 Lyall Avenue and Osborne Avenue.

Existing Conditions

Lyall Avenue and Osborne Avenue form an uncontrolled free-flow "T" type intersection. Both streets are classified as "local" roadways.

Lyall Avenue is an east/west local roadway with a pavement width of approximately 6.8 metres. It has a daily two-way traffic volume of approximately 2,300 vehicles and a posted speed limit of 30 km/h. Heavy trucks are prohibited at all times and sidewalks are present on both sides of the road.

Osborne Avenue is a north/south local roadway with a pavement width of approximately 6.7 metres. It has a daily one-way northbound traffic volume of approximately 700 vehicles and a posted speed limit of 30 km/h. Heavy trucks are prohibited at all times and sidewalks are present on both sides of the road.

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 no collisions have been reported at the intersection of Lyall Avenue and Osborne Avenue deemed susceptible to correction by the use of all-way stop sign control.

The results of the all-way stop control warrant study taking into account the new Vision Zero 2.0 warrants at the intersection of Lyall Avenue and Osborne Avenue have been summarized in the following table:

Warrant A: Collision History	Warrant B-1A: Total Approach Vehicular Volume	Warrant B-1B: Combined Crossing Volume (Vehicles & Pedestrians)	Warrant B-2: Main Street/Side- Street Volume Split	All-Way Stop Warrants Satisfied (Yes/No)
Required: ≥2 Collisions/Year Actual: 0 Collisions/year (Not Met)	Required: 250 Vehicles/Hour Actual: 97 Vehicles/Hour (Not Met)	Required: 100 Units/Hour Actual: 38 Units/Hour (Not Met)	Required: ≤70%/30% Actual: 72%/28% (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 Lyall Avenue and Osborne Avenue are not satisfied, therefore, 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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ATTACHMENTS

1. Drawing No. 421G-3595, dated November 2019

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