

All-Way Stop Control – King Georges Road and Grenview Boulevard North (East Intersection)

Date: February 4, 2020
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 3 – Etobicoke - Lakeshore

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

This report presents the results of Transportation Services' traffic study conducted at the east intersection of King Georges Road and Grenview Boulevard North to determine the feasibility for all-way stop control. As the study results indicate the City's warrant for the installation of all-way stop control is met, all-way stop control is recommended at this intersection.

RECOMMENDATIONS

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

1. Etobicoke York Community Council authorize all-way stop control at the east intersection of King Georges Road and Grenview Boulevard North.

FINANCIAL IMPACT

The estimated cost for the installation of the all-way stop control is \$800.00. These funds are available in the Transportation Services 2020 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the Ward Councillor, on behalf of area residents, to investigate the feasibility of installing all-way stop control at the east intersection of King Georges Road and Grenview Boulevard North. Maps of the area are shown on Attachments 2 and 3.

King Georges Road and Grenview Boulevard North are both two-lane roadways, classified in the City's Road Classification System as "local" roads. These streets are located in the residential community west of Prince Edward Drive North and north of Bloor Street West. The regulatory speed limit on both streets is 40 km/h. There are sidewalks on both sides of both streets. Grenview Boulevard North intersects with King Georges Road at two locations with a "Stop" sign controlling northbound and southbound traffic, as King Georges Road is designated as a through highway. The offset distance between the two intersections (from the centre of pavement on the north and south approaches) is approximately 25 metres.

Royal York Subway Station is located in the immediate area, just north of Bloor Street West, and includes a station access on the west side of Grenview Boulevard North.

To address the request for additional stop controls at the east intersection of King Georges Road and Grenview Boulevard North, a four-hour intersection count was conducted during the morning and afternoon peak traffic periods on Thursday, October 24, 2019. The justification for the installation of all-way stop control is subject to a technical warrant adopted by Toronto City Council based on collision history and traffic volume. Application of the study data to the All-Way Stop Control Warrant reveals that the technical requirements are met at the east intersection of King Georges Road and Grenview Boulevard North. It should be noted that traffic crossing the major road (King Georges Road) includes pedestrians; and, the pedestrian volume has been factored by 2 as per the revised City of Toronto All-Way Stop Warrant approved under the Vision Zero 2.0 – Road Safety Plan Update (Item IE6.8). The study results are summarized in Attachment 1.

In addition to our all-way stop control studies, we reviewed the collision history at the east intersection of King Georges Road and Grenview Boulevard North for the past three year period ending December 31, 2018. The Toronto Police Service collision records reveal that there have been no reported collisions at the east intersection which would be considered susceptible to correction with an all-way stop control.

Based on the warrant being met, all-way stop control is recommended at the east intersection of King Georges Road and Grenview Boulevard North.

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

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SIGNATURE

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Transportation Services

ATTACHMENTS

Attachment 1: Warrant for All-Way Stop Control (King Georges Road and Grenview Boulevard North (East Intersection)).
Attachment 2: Location Plan - King Georges Road and Grenview Boulevard North (East Intersection).

Attachment 1 - Warrant for All-Way Stop Control

Study Location: King Georges Road and Grenview Boulevard North (East Intersection)

Study Date: Thursday, October 24, 2019

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle and Pedestrian Volume Crossing Major Road***	Unit Volume Split Major/Minor Roads***
7:30 a.m. to 8:30 a.m.	319	143	64/36
8:30 a.m. to 9:30 a.m.	351	94	77/23
4:00 p.m. to 5:00 p.m.	287	109	70/30
5:00 p.m. to 6:00 p.m.	335	115	71/27
Study Period Average	323	115*	70/30
Warrant Requirements	≥ 250	≥ 100	≥ 30/70 or ≤ 70/30

*** New Pedestrian Warrant numbers used as adopted by City Council on July 16, 2019 in the Vision Zero 2.0 report

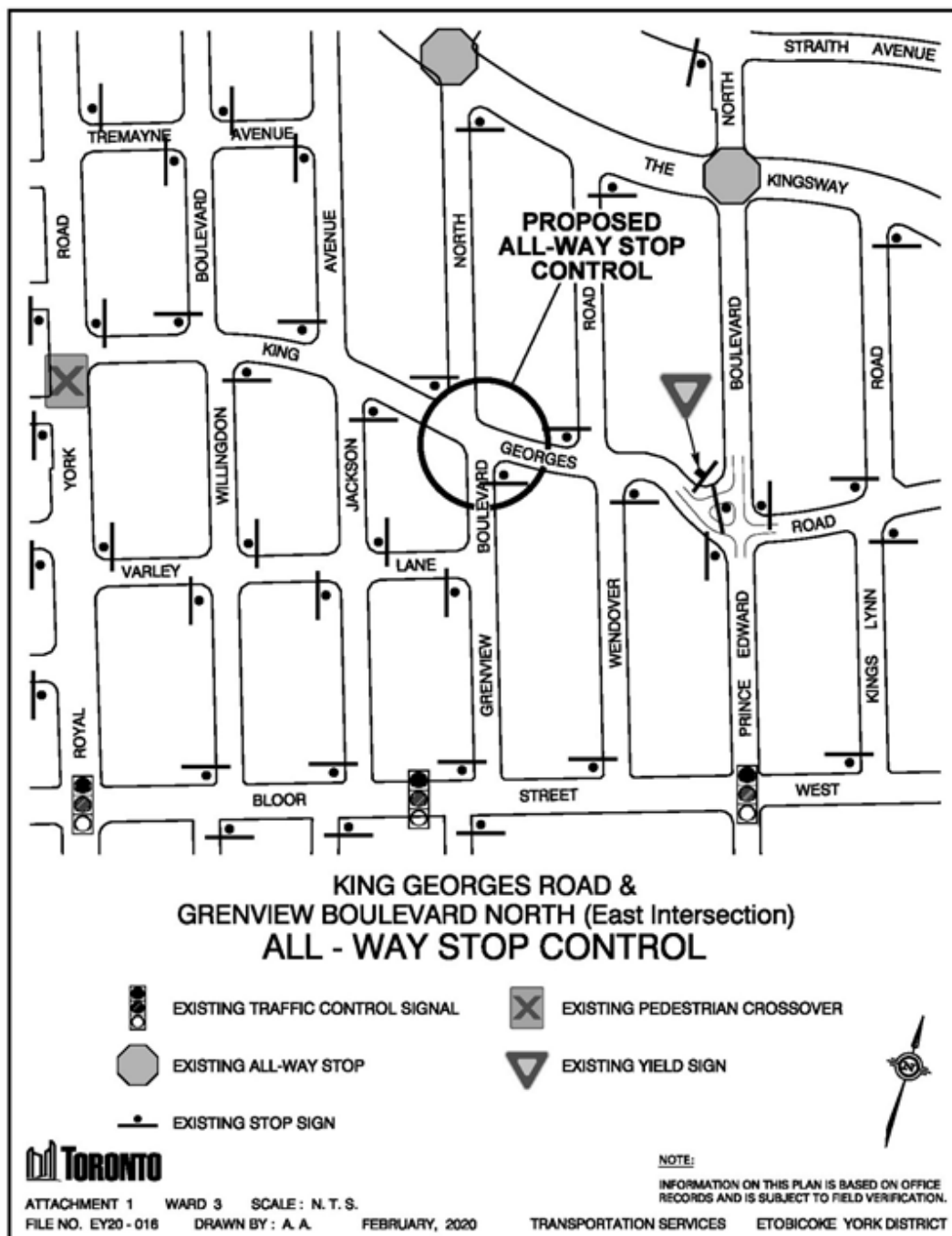
* An average of 68 pedestrians per hour crossed the major road (King Georges Road) (Pedestrian volume crossing major street has been factored by 2 as per the revised City of Toronto All-Way Stop Warrant approved in Vision Zero 2.0 – Road Safety Plan)

To warrant the installation of an all-way stop control, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations of the above three categories:

“Total Approach Vehicle Volume” and “Unit Volume Split – Major/Minor Roads”
or

“Vehicle/Pedestrian Volume Crossing Major Road” and “Unit Volume Split - Major/Minor Roads”

Attachment 2: Location Plan - King Georges Road and Grenview Boulevard North (East Intersection)



Attachment 3: All-Way Stop Control Intersection Location - King Georges Road and Grenview Boulevard North (East Intersection)

