

All-Way Stop Control – John Street and South Station Street

Date: June 11, 2020
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

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 intersection of John Street and South Station Street to determine the feasibility of installing 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 intersection of John Street and South Station Street.

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 to investigate the feasibility of installing all-way stop control at the intersection of John Street and South Station Street. A map of the area is shown on Attachment 2.

John Street, between Weston Road and the easterly limit of John Street and South Station Street are both classified in the City's Road Classification System as "local" roads. They are located in the residential and commercial community east of Weston Road and north of Lawrence Avenue West. The regulatory speed limit on John Street is 30 km/h and 50 km/h on South Station Street. There are sidewalks on both sides of both streets. The subject location is a T-type intersection with a stop control for northbound motorists on South Station Street at John Street. The east leg of the intersection only provides vehicular access to the Artscape Weston Common facility and pedestrian access to the pedestrian bridge over the Weston GO/UP Express. John Street intersects with South Station Street and a yellow centreline through the corner helps delineate and guide eastbound and northbound motorists.

John Street has recently been modified with road narrowing and streetscaping under a City Planning initiative.

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. To address the request for additional stop controls at the intersection of John Street and South Station Street, a four-hour intersection count was conducted during the morning and afternoon peak traffic periods on March 11, 2020. It should be noted that traffic crossing the major road (John Street) 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 these all-way stop control studies, staff reviewed the collision history at the intersection of John Street and South Station Street for the three-year period ending December 31, 2019. The Toronto Police Service collision records reveal that there have been no reported collisions at this intersection.

Based on the results of the study and collision history, the All-Way Stop Control Warrant has been met, and all-way stop control is recommended at the intersection John Street and South Station Street.

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

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SIGNATURE

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ATTACHMENTS

Attachment 1: Warrant for All-Way Stop Control (John Street and South Station Street)
Attachment 2: Location Plan - John Street and South Station Street

Attachment 1 - Warrant for All-Way Stop Control

Study Location: John Street and South Station Street

Study Date: March 11, 2020

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.	42	116	11/89
8:30 a.m. to 9:30 a.m.	99	163	25/75
4:00 p.m. to 5:00 p.m.	127	126	25/75
5:00 p.m. to 6:00 p.m.	146	95	49/51
Study Period Average	104	125*	29/71
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 72 pedestrians per hour crossed the major 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 - John Street and South Station Street

