

Stop Control – Lorne Avenue at Park Lawn Road

Date: April 23, 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 for which the Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the installation of a stop control for eastbound traffic on Lorne Avenue at the intersection of Park Lawn Road. The stop control would replace the existing yield control at this intersection. The review of traffic conditions near the intersection indicate that a stop control is a more appropriate form of traffic control for this location.

RECOMMENDATIONS

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

1. Etobicoke York Community Council rescind the existing yield control for eastbound traffic on Lorne Avenue at the intersection of Lorne Avenue and Park Lawn Road.

FINANCIAL IMPACT

The estimated cost for the installation of the stop control is \$200.00. 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 an area resident to determine if the existing yield sign could be replaced with a stop sign on Lorne Avenue at Park Lawn Road. A map of the area is Attachment 1.

Park Lawn Road, in the area, is a collector road while Lorne Avenue is a local road in the residential community to north of The Queensway and west of Park Lawn Road. The intersection is a “T” type and right-of-way is currently controlled by a yield sign for eastbound traffic on Lorne Avenue. Sidewalks are located on both sides of Park Lawn Road and on the south side of Lorne Avenue. Toronto Transit Commission (TTC) operates bus service on Park Lawn Road. TTC bus stops are located on Park Lawn Road at Lorne Avenue for both the northbound and southbound service. Lorne Avenue approaching Park Lawn Road has a significant upward grade.

To assess traffic conditions at the intersection, observations were conducted between 7:30 a.m. and 9:00 a.m. on a typical weekday. During the studies a total of 41 vehicles were observed exiting Lorne Avenue onto Park Lawn Road. Of the 41 vehicles recorded, 31 were required to stop for traffic or voluntarily stopped, the remaining vehicles that did not come to a complete stop were noted as turning very slowly. Considering the sightlines from all approaches, vehicle/pedestrian usage of the intersection and the location of the sidewalks, it has been determined that a stop sign for eastbound traffic on Lorne Avenue at Park Lawn Road is the most appropriate form of traffic control. A stop control at this location will required motorists to stop in advance of the sidewalk and more clearly define right-of-way.

Since Park Lawn Road between The Queensway and Berry Road is designated as a through highway, unless otherwise by-lawed, all streets approaching Park Lawn Road are required to stop. Therefore, by rescinding the yield by-law, a stop control can be installed without any additional by-laws.

The review of Toronto Police Service collision records for the past three years, for which there is complete data (January 1, 2016 to December 31, 2018) for Lorne Avenue at Park Lawn Road, reveals that there have been no reported collisions at this intersection.

The Ward Councillor has been advised of the recommendation of this report and has no concerns.

CONTACT

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SIGNATURE

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Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

Attachment 1: Location Plan - Lorne Avenue and Park Lawn Road.

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