

All-Way Stop Control - Glengarry Avenue and Welland Road

Date: January 30, 2020

To: North York Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 8 - Eglinton-Lawrence

SUMMARY

This staff report is about a matter for which 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 is requesting North York Community Council to authorize the installation of all-way stop control at the intersection of Glengarry Avenue and Welland Road.

The installation of an all-way stop control at the intersection will appropriately alternate the right-of-way and thereby address safety concerns at the intersection.

RECOMMENDATIONS

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

1. North York Community Council authorize all-way stop control at the intersection of Glengarry Avenue and Welland Road.

FINANCIAL IMPACT

All costs associated with the necessary sign installations are included within the Transportation Services 2020 Interim Operating Budget.

DECISION HISTORY

North York Community Council at its meeting on September 6, 2017 adopted item NY24.15 which denied the installation of all-way stop control at the intersection of Glengarry Avenue and Welland Road. The Council's decision can be found at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.NY24.15>

COMMENTS

Transportation Services was requested by Councillor Mike Colle, on behalf of local residents, to review the need for all-way stop control at the intersection of Glengarry Avenue and Welland Road.

Glengarry Avenue is an 8.5 metre east/west local street with a posted speed limit of 40 km/h that operates free flow at the intersection with Welland Road. There are sidewalks on both sides of the street on the west approach and only on the south side of the east approach. Welland Road is an 8.5 metre north/south local street that is stop controlled at the intersection with Glengarry Avenue. It operates with an unsigned statutory 50 km/h speed limit. There are no sidewalks on either side of Glengarry Avenue.

A review of the Toronto Police Service collision records for the three-year period ending August 31, 2019 revealed three reported collisions at the intersection of Glengarry Avenue and Welland Road of a type susceptible to correction by the installation of an all-way stop control. None of these collisions involved a pedestrian.

The intersection of Glengarry Avenue and Welland Road was evaluated against the warrants for all-way stop control as adopted by City Council. The warrants consist of four components, including collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major street and the percentage of traffic on the major street.

The study was conducted on January 28, 2020 during the a.m. and p.m. peak periods and the above collision history at this intersection was reviewed. The study results are summarized in the following table:

Table 1: All-Way Stop Control at Glengarry Avenue and Welland Road

	Warrant Criteria	Actual	Required	Satisfied (YES/NO)
A	Number of Potentially Preventable Collisions	3	6	No
B1	Average Vehicle Volumes	94/hr	250/hr	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Street (Average)***	79/hr	100/hr	No
B3	Percentage of traffic on major street***	33%	≤70%	Yes
	Overall Warrant			No

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

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved. Our study results determined that this intersection does not meet the numerical requirements for the installation of all-way stop control.

However, the existing north/south stop signs on Welland Road are stopping the approaches with the greater traffic volume. Typically, stop signs are placed to stop traffic on the street with the lesser traffic volume. An option in these situations is to reverse the control and stop the street with the lesser traffic volume (Glengarry Avenue). As this may create driver confusion due to established habits, it is safer to implement all-way stop control at the intersection.

Considering the above, the implementation of an all-way stop control is recommended at the intersection of Glengarry Avenue and Welland Road to appropriately assign the right of way.

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

CONTACT

Bruce Clayton, Manager, Traffic Operations,
Traffic Management, Transportation Services, Area 2
Tel: 416-394-8409, Fax: 416-394-8942,
Email: Bruce.Clayton@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - All-Way Stop Sign Control - Glengarry Avenue and Welland Road

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