

All-Way Stop Control – Nancy Avenue and Bertha Avenue – and Amendments to Parking Regulations

Date: December 3, 2019
To: Scarborough Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 20 – Scarborough Southwest

SUMMARY

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

This report recommends that all-way stop control be installed at the intersection of Nancy Avenue and Bertha Avenue as the existing conditions meet the warrant for the installation of such a traffic control device. This location currently has a stop control facing the northbound approach on Bertha Avenue. Amendments to parking regulations on Nancy Avenue are also recommended.

RECOMMENDATIONS

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

1. Scarborough Community Council authorize all-way compulsory stop control at the intersection of Nancy Avenue and Bertha Avenue.
2. Scarborough Community Council rescind the existing maximum 30-minute parking regulation in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday on the north side of Nancy Avenue, between Pharmacy Avenue and a point 53 metres east and between a point 73 metres east of Pharmacy Avenue and a point 45 metres further east.
3. Scarborough Community Council prohibit stopping at all times on the north side of Nancy Avenue, between a point 73 metres east of Pharmacy Avenue and a point 45 metres further east.

FINANCIAL IMPACT

The cost of installing the signs, pavement markings and any required civil works (ramps and walkways) to accommodate accessible pedestrian crossings is approximately \$10,000. The funding for these signs and pavement markings are available in the Transportation Services Division's 2020 Interim Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

In response to a request from Councillor Gary Crawford, Transportation Services staff reviewed the feasibility of installing all-way stop control at the intersection of Nancy Avenue and Bertha Avenue.

Existing Conditions

- Nancy Avenue is two-lane local road with a posted speed limit of 40 km/h and Bertha Avenue is a two-lane local road with a regulatory speed limit of 50 km/h.
- Currently, northbound traffic on Bertha Avenue is required to stop at Nancy Avenue.
- There are municipal sidewalks on both sides on Nancy Avenue between Pharmacy Avenue and Bertha Avenue and sidewalks on the north side only between Bertha Avenue and Herron Avenue. There is no TTC service along this roadway.
- The land use in the surrounding area consists mainly of single-family residential dwellings and Regent Heights Public School.

Vision Zero – Toronto' Road Safety Plan

The City of Toronto is committed to eliminating traffic related deaths and serious injuries on its roadways and protecting its most vulnerable road users (VRU), including pedestrians and cyclists. To help the City achieve that goal, in July 2016 City Council approved the Vision Zero Road Safety Plan, which is a comprehensive, city-wide strategy that includes many road safety countermeasures that address all road users but with particular emphasis on VRU. "School Children" is one of six emphasis areas identified in the plan.

To improve safety in areas around schools, the City is implementing school safety zones and community safety zones at all schools across the City, starting with elementary (grades K-8) schools. The School Safety Zones Program involves the installation of various signs and pavement markings enhancements along frontages of schools within 150 metres of the school property, including new "School Zone" signs with flashing beacons, radar speed display signs (also referred to as driver feedback signs), "SCHOOL" and speed limit stencils painted on the roadway and zebra crossings at all stop-controlled intersections.

As well, in 2018 City Council approved the designation of Community Safety Zones within approximately 150 metres of the school property in front of all elementary schools.

To date, ten schools in Ward 20 have received school safety zone treatments and the above countermeasures have already been implemented. Currently, Regent Heights Public School is ranked 19th among 37 schools identified in Ward 20 and school safety zone treatments are expected to be implemented in the future based on this ranking.

Analysis

All-way Stop Control Warrant Study

Study Date: Tuesday, June 4, 2019

Time period: 8:00 a.m. to 9:00 a.m. and 3:00 p.m. to 4:00 p.m.

All-Way Stop Control Warrant	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split* Major/Minor Roads
Two-Hour Study Period Average	103	115	40/60
Warrant Requirements For Study Period Average For Local Roads	≥ 250	≥ 100	≥ 30/70 or ≤ 70/30

* "Unit Volume Split": Major Road Volume – Vehicles only.
Minor Road Volume – Vehicles plus pedestrians crossing the major road.

This study has been evaluated using the updated warrant calculations as adopted by City Council on July 16, 17 and 18, 2019 in the Vision Zero 2.0 Road Safety Plan report (Item IE6.8). The results of our study indicated that the technical warrants for the installation of an all-way stop control are met.

For all-way stop control to be numerically justified, 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:

1. **"Total Approach Vehicle Volume"** and **"Unit Volume Split – Major/Minor Roads"**

Or

2. **"Vehicle/Pedestrian Volume Crossing Major Road"** and **"Unit Volume Split – Major/Minor Roads"**

As outlined in the table, the Vehicle/Pedestrian Volume Crossing Major Road and Unit Volume Split meet the requirements to install all-way stop control at the intersection of Nancy Avenue and Bertha Avenue. Therefore, Transportation Services staff recommend the installation of all-way stop control at the intersection of Nancy Avenue and Bertha Avenue.

Daily Traffic Volumes on Nancy Avenue

Roadway	Typical Daily Vehicle Volume For Subject Road Classification	Location of Speed/Volume Study	Recorded Daily Vehicle Volume
Nancy Avenue	Local Road Less than 2,500 Vehicles per day (vpd)	1. Between Pharmacy Ave and Bertha Ave	776 vpd, Apr 19, 2019
		2. Between Bertha Ave and Presley Ave	758 vpd, Apr 19, 2019

- As evidenced in the above table, Nancy Avenue is functioning well within the vehicle volume range of a local road.

Automatic 24-Hour Speed Study

Study Date: April 19, 2019
Speed Limit: 50 Km/h

Locations	Speed Ranges – Km/h					Total Vehicles 24 Hours	85 th Percentile Speed*
	1 - 40	41 - 50	51 - 55	56 - 60	> 60		
1. Between Pharmacy Ave and Bertha Ave	581	137	29	17	12	776	45 km/h
2. Between Bertha Ave and Presley Ave	589	153	16	0	0	758	43 km/h

- * The 85th percentile speed is the speed at or below which the majority of motorists are travelling. This generally reflects the speed at which most motorists feel comfortable travelling on a given section of roadway, taking into consideration traffic volumes and surrounding conditions.
- The recorded 85th percentile speeds are within the tolerable speed range (within 10 km/h of the posted speed limit) and are not indicative of a safety problem at this time.

Collision History

A review of Toronto Police Service collision records for a three-year period ending December 31, 2018, did not find any reported collisions at Nancy Avenue and Bertha Avenue.

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SIGNATURE

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ATTACHMENTS

1. Attachment 1: Location Plan: All-Way Stop Control – Nancy Avenue and Bertha Avenue – and Amendments to Parking Regulations

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