

All-Way Stop Control Review - Golders Green Avenue and Whiterock Drive

Date: December 3, 2019
To: Scarborough Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 25 – Scarborough-Rouge Park

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 Scarborough Community Council not authorize the installation of all-way stop control at the intersection of Golders Green Avenue and Whiterock Drive as the existing conditions do not meet the warrant for the installation of such a traffic control device. Currently, this intersection has a stop control facing the northbound approach on Whiterock Drive at Golders Green Avenue.

RECOMMENDATIONS

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

1. Scarborough Community Council not authorize all-way compulsory stop control at the intersection of Golders Green Avenue and Whiterock Drive.

FINANCIAL IMPACT

There would be no financial impact associated with the staff recommendation.

DECISION HISTORY

At its meeting on September 16, 2019, Scarborough Community Council requested the Acting Director, Traffic Management, Transportation Services to report back to an

upcoming meeting of the Scarborough Community Council on the feasibility of installing an all-way stop control at the intersection of Golders Green Avenue and Whiterock Drive. Below is the link to this decision.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.SC8.19>

COMMENTS

Existing Conditions

The following characteristics describe Golders Green Avenue and Whiterock Drive:

- This T-type intersection is located north of Lawrence Avenue East, east of Port Union Road, and west of East Avenue.
- Golders Green Avenue is a two-lane local road with a regulatory speed limit of 40 km/h.
- Whiterock Drive is a two-lane local road with a regulatory speed limit of 50 km/h.
- Currently, northbound traffic on Whiterock Drive is required to stop at Golders Green Avenue.
- There are sidewalks on either side of the street.
- The land use in the surrounding area consists of single family residential dwellings and schools.

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, six schools in Ward 25 have received school safety zone treatments and the above countermeasures have already been implemented. Currently, William G. Davis Junior Public School, approximately 100 metres to the north-east at 128 East Avenue is ranked 14th among 34 schools identified in Ward 25. Also, Joseph Howe Senior Public School approximately 200 metres to the north-west at 20 Winter Gardens Trail, is ranked 26th among 34 schools. The safety zone treatments are expected to be implemented in the future at each of these schools based on these rankings.

Analysis

All-way Stop Control Warrant Study

A traffic study conducted at the intersection of Golders Green Avenue and Whiterock Drive during the morning and afternoon peak hours of a typical weekday (Thursday, October 24, 2019), produced the following results:

All-Way Stop Control Warrant	A Total Approach Vehicle Volume	B Vehicle/Pedestrian Volume Crossing Major Road	C Unit Volume Split* Major/Minor Roads
Two-Hour Study Period Hourly Average	101	32	75/25
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 not met.

For all-way stop control to be numerically justified, the traffic volume requirements for the "Study Period Average" must be completely satisfied in Categories A and C, or Categories B and C.

A review of the Toronto Police Service collision records revealed that there have been no preventable collisions reported at this intersection during the five-year period ending December 31, 2018.

CONTACT

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SIGNATURE

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ATTACHMENTS

1. Attachment 1 - Location Plan (All-Way Stop Control Review - Golders Green Avenue and Whiterock Drive)

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