

All-Way Stop Control - Alton Avenue at Sawden Avenue and Alton Avenue at Stanton Avenue

Date: February 24, 2020
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 14, Toronto - Danforth

SUMMARY

The findings of this staff report were requested to be provided to Toronto and East York Community Council.

In response to Item TE2.73, Transportation Services reviewed the feasibility of installing all-way stop control at Alton Avenue and Sawden Avenue and at Alton Avenue and Stanton Avenue. Also, the feasibility of installing curb depressions at Alton Avenue's intersections with Sawden Avenue, Parkfield Avenue and Stanton Avenue was reviewed.

Our assessment indicates the criteria as set out in the All-way Stop Control Warrant has not been satisfied at the subject intersections. Therefore, the installation of all-way stop control is not recommended at the intersections of Alton Avenue and Stanton Avenue and Alton Avenue and Sawden Avenue. Without pedestrian crossing protection, curb depressions are not recommended at Alton Avenue's intersection with Sawden Avenue and Stanton Avenue. However, as Alton Avenue and Parkfield Avenue does have all-way stop control present, curb depressions will be installed to facilitate east-west pedestrian crossings.

RECOMMENDATION

The Acting Director, Transportation Services, Toronto and East York District, recommends that:

1. Toronto and East York Community Council not authorize the installation of all-way stop controls at Alton Avenue and Sawden Avenue.
2. Toronto and East York Community Council not authorize the installation of all-way stop controls at Alton Avenue and Stanton Avenue.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendations in this report.

DECISION HISTORY

This report is in response to Item TE2.73, adopted by Toronto and East York Community Council on January 15, 2019, which requested Transportation Services staff to report on the feasibility of installing all-way stop control at Alton Avenue's intersections with Sawden Avenue and Stanton Avenue, and installing curb depressions at Alton Avenue's intersection with Sawden Avenue, Parkfield Avenue and Stanton Avenue, in order to facilitate east-west pedestrian crossings.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE2.73>

COMMENTS

In response to Toronto and East York Community Council Item TE2.73, all-way stop control analyses were conducted at Alton Avenue's intersections with Sawden Avenue and Stanton Avenue. In addition, the feasibility of installing curb depressions to facilitate east-west pedestrian crossing at Alton Avenue's intersection with Sawden Avenue, Parkfield Avenue and Stanton Avenue was reviewed.

Existing Conditions

Alton Avenue is a local one-way northbound roadway that operates two-way traffic on a pavement width of about 8.5 metres. The daily traffic was last measured to be about 600 vehicles, however, analysing all previous counts, it was inferred that daily traffic volumes could vary between 200 and 800 vehicles, depending on the activities taking place at Greenwood Park. The posted speed limit is 30 km/h, heavy trucks are prohibited at all times, and the TTC does not provide service on Alton Avenue. Traffic calming measures have been installed on Alton Avenue in the form of two speed humps, one south of Sawden Avenue, and another south of Stanton Avenue.

On the east side of Alton Avenue is Greenwood Park. The park is a notable pedestrian traffic generator, containing two baseball diamonds, a multipurpose sports field, a dog off-leash area, a community garden, an outdoor pool, a children's playground and outdoor artificial ice rink. Registered city programs also take place within the park, such as skating lessons.

Collision History

A review of the Toronto Police Service collision records over the three-year period ending December 31st, 2019 revealed that no collisions had occurred at or within the vicinity of Alton Avenue's intersections with Sawden Avenue and Stanton Avenue.

All-way Stop Control

In order for Traffic Operations to recommend the installation of all-way stop control, established warrant criteria must be satisfied. The criteria adopted by City Council includes such factors as collision history, total vehicular volumes and total pedestrian crossing volumes.

Following the collection of peak hour counts, Traffic Operations evaluated the intersections of Alton Avenue at Sawden Avenue and Alton Avenue at Stanton Avenue against the City's All-Way Stop Control Warrant. Based on the results of this evaluation, Alton Avenue's intersection with Sawden Avenue and Stanton Avenue do not meet the required criteria for the installation of all-way stop control. The specifics of our results are summarized in the table below.

In order to warrant the installation of all-way stop control, Warrant A, Warrant B-1A or Warrant B-1B must also be met in addition to Warrant B-2. Based on the vehicular volumes, crossing volumes and collision history, the installation of all-way stops controls is not supported by the technical criteria adopted by Toronto City Council at either intersection and is therefore not recommended at this time.

Table 1: All-Way Stop Control Warrant Analysis			
Warrant Criteria	Warrant Req	Alton Ave & Sawden Ave	Alton Ave & Stanton Ave
Warrant A: Collision History	> 2 Collisions	0 collisions (Not Met)	0 collisions (Not Met)
Warrant B-1A: Min Veh Vol	>250 veh/h	65 veh (Not Met)	69 veh (Not Met)
Warrant B-1B: Comb Crossing Vol	>100 units/h	33 units (Not Met)	37 units (Not Met)
Warrant B-2: Main St/ Side St Vol Spilt	>70%/30%	49%/51% (Met)	47%/53% (Met)

Curb Depressions and Pavement Markings on Alton Avenue:

Traffic Operations does not support the installation of curb depressions at unprotected crossings as they would provide unsafe guidance for pedestrians. Noting the justifications against the implementation of all-way stop control on Alton Avenue, Transportation Services would not recommend the installation of curb depressions at its intersections with Sawden Avenue and Stanton Avenue due to the crossing being unprotected. There is, however, all-way stop control at Alton Avenue's intersection with Parkfield Avenue which does provide crossing protection. Staff have requested the installation of curb depressions at the north and south approach of Alton Avenue and Parkfield Avenue to facilitate east-west crossings.

Pavement markings were noted to be absent for the all-way stop control at Alton Avenue and Parkfield Avenue. Traffic Operations has requested the installation of stop bars at the south and west approaches for northbound and eastbound traffic, respectively.

Councillor Paula Fletcher has been advised of the recommendations of this staff report.

CONTACT

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SIGNATURE

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ATTACHMENTS

1. Drawing No. 421G-3702, dated February 2020
2. Drawing No. 421G-3703, dated February 2020



