

All-Way Stop Control - Stanley Greene Neighbourhood

Date: November 3, 2021
To: North York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 6 - York Centre

SUMMARY

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

Transportation Services has reviewed the need for all-way stop control within the Stanley Greene Neighbourhood at the intersections of Downsview Park Boulevard and William Duncan Road, Downsview Park Boulevard and Frederick Tisdale Drive and Frederick Tisdale Drive and Thomas Mulholland Drive. Based on the assessments undertaken, Transportation Services does not recommend the installation of all-way stop controls at these intersections as the warrant criteria were not met.

RECOMMENDATIONS

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

1. North York Community Council not authorize all-way compulsory stop control at the intersection of Downsview Park Boulevard and William Duncan Road.
2. North York Community Council not authorize all-way compulsory stop control at the intersection of Downsview Park Boulevard and Frederick Tisdale Drive.
3. North York Community Council not authorize all-way compulsory stop control at the intersection of Frederick Tisdale Drive and Thomas Mulholland Drive.

FINANCIAL IMPACT

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

If North York Community Council amends the recommendation in this report and authorizes the installation of all-way stop controls, the estimated cost associated with the amendment is \$36,000 (\$12,000 x 3). Funding would be subject to availability and competing priorities within the Transportation Services 2021 Operating and Capital Budgets.

DECISION HISTORY

On September 13, 2021, North York Community Council adopted Item NY26.21 (Traffic and Pedestrian Safety Measures - Stanley Greene Neighbourhood) and directed Transportation Services to conduct a study to determine if the warrant requirements are met for all-way compulsory stop controls at the following intersections:

- Downsview Park Boulevard and William Duncan Road
- Downsview Park Boulevard and Frederick Tisdale Drive
- Frederick Tisdale Drive and Thomas Mulholland Drive.

The North York Community Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY26.21>

COMMENTS

At the request of the Ward Councillor, on behalf of local residents, Transportation Services investigated the feasibility of installing all-way stop controls at the intersections of Downsview Park Boulevard and William Duncan Road, Downsview Park Boulevard and Frederick Tisdale Drive and at Frederick Tisdale Drive and Thomas Mulholland Drive.

The Stanley Greene Neighbourhood is located on the east side of Keele Street, between Wilson Avenue and Sheppard Avenue West. This is a new development which includes unassumed public roads, residential units and Downsview Park.

Existing Conditions

Downsview Park Boulevard is characterized by the following conditions:

- It is a four-lane, east-west, dedicated public roadway
- It operates two-way traffic on a pavement width of approximately 6.3 metres in each direction
- There is an approximately 4 metre wide median island which separates the east-west traffic on the roadway
- The daily two-way traffic volume is approximately 2,500 vehicles
- The speed limit is 40 km/h
- Heavy trucks are permitted at all times
- There is no TTC service provided

- There are sidewalks located on both sides of the street
- Downsview Park multiuse trail is provided on both sides of the street

William Duncan Road, Frederick Tisdale Drive and Thomas Mulholland Drive are characterized by the following conditions:

- All streets are 2-lane, dedicated public roadways
- They operate two-way traffic on a pavement width of approximately 8.5 metres
- The daily two-way traffic volume is approximately 800 vehicles on each street
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

William Duncan Road and Frederick Tisdale Drive intersect the south side of Downsview Park Boulevard and form 'T'-type intersections, with a right-of-way controlled by stop signs for northbound traffic on William Duncan Road and Frederick Tisdale Drive.

Frederick Tisdale Drive and Thomas Mulholland Drive intersect to form a right-angled four-leg intersection, with right-of-way controlled by stop signs for eastbound and westbound traffic on Thomas Mulholland Drive.

Downsview Park is located on the north side of Downsview Park Boulevard. The south side of Downsview Park Boulevard is generally a residential area with recently developed residential units.

A map of the area is included in Attachment 1.

Study Results

In order for all-way stop control to be warranted at an intersection, established criteria must be satisfied. The warrants consist of four components, including: collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

Collision history provided by the Toronto Police Service for the three-year period ending June 30, 2021, disclosed the following:

One reported collisions occurred at the intersection of Downsview Park Boulevard and William Duncan Road. In the reported collision a vehicle making a right-turn lost control, flipped over and struck a light pole. A pedestrian was not involved and the collision was not considered potentially preventable by the installation of all-way stop control.

- No reported collisions occurred at the intersection of Downsview Park Boulevard and Frederic Tisdale Drive

- Two reported collisions occurred at the intersection of Frederic Tisdale Drive and Thomas Mulholland Drive and none involved a pedestrian. One collision was considered potentially preventable by the installation of all-way stop control.

Transportation Services conducted all-way stop control studies on September 21 and September 23, 2021 at the intersection of Downsview Park Boulevard and William Duncan Road, on September 28 and October 5, 2021 at the intersection of Downsview Park Boulevard and Frederick Tisdale Drive and on September 29 and October 7, 2021 at the intersection of Frederick Tisdale Drive and Thomas Mulholland Drive. The results of the studies were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Table 1.

Table 1: All-Way Stop Control Studies at Downsview Park Boulevard and William Duncan Road, at Downsview Park Boulevard and Frederick Tisdale Drive and at Frederick Tisdale Drive and Thomas Mulholland Drive

Intersection	No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
Downsview Park Boulevard and William Duncan Road (September 21, 2021 and September 23, 2021)	A	Number of Potentially Preventable Collisions (June 2018 to June 2021)	0	6	No
	B1	Average Vehicle Volumes	72/hour	250/hour	No
	B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	52/hour	100/hour	No
	B3	Percentage of Traffic on Major Street	41%	≤70%	Yes
Downsview Park Boulevard and Frederick Tisdale Drive (September 28, 2021 and October 5, 2021)	A	Number of Potentially Preventable Collisions (June 2018 to June 2021)	0	6	No
	B1	Average Vehicle Volume	136/hour	250/hour	No
	B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	64/hour	100/hour	No
	B3	Percentage of Traffic on Major Street	63%	≤70%	Yes

Intersection	No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
Frederick Tisdale Drive and Thomas Mulholland Drive (September 29, 2021 and October 7, 2021)	A	Number of Potentially Preventable Collisions (June 2018 to June 2021)	1	6	No
	B1	Average Vehicle Volumes	57/hour	250/hour	No
	B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	34/hour	100/hour	No
	B3	Percentage of Traffic on Major Street	53%	≤70%	Yes

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. Based on the study results, the technical warrants for the installation of all-way stop control are not satisfied. Therefore, it is not recommended that all-way stop controls be installed at the intersections of Downsview Park Boulevard and William Duncan Road, Downsview Park Boulevard and Frederick Tisdale Drive; and Frederick Tisdale Drive and Thomas Mulholland Drive.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - All-Way Stop Control - Stanley Greene Neighbourhood

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