

All-Way Stop Control and Parking Amendments - Freeman Street and Phenix Drive

Date: April 4, 2022

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 20, Scarborough Southwest

SUMMARY

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

Transportation Services is requesting approval to install all-way stop control at the intersection of Freeman Street and Phenix Drive. Based on the assessment undertaken, the installation of all-way stop control is recommended and should enhance safety for all road users. The installation of the all-way stop control will result in the loss of three to four short-term parking spaces on the south side of Freeman Street.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize all-way compulsory stop control at the intersection of Freeman Street and Phenix Drive.
2. Scarborough Community Council amend the existing stopping prohibition in effect from 7:00 a.m. to 9:00 a.m., Monday to Friday on the south side of Freeman Street between a point 25 metres east of Eastwood Avenue (westerly leg) and Phenix Drive, to be in effect between a point 25 metres east of Eastwood Avenue (westerly leg) and a point 31 metres east from Phenix Drive.
3. Scarborough Community Council amend the existing maximum 30-minute parking regulation in effect from 8:00 a.m. to 4:00 p.m., Monday to Friday on the south side of Freeman Street between Birchcliff Avenue and Phenix Drive, to be in effect between Birchcliff Avenue and a point 31 metres east of Phenix Drive.

FINANCIAL IMPACT

The costs associated with the proposed amendment, including signage, pavement markings and depressed curbs is estimated to be \$28,500.00. Funding is anticipated to be available within the Transportation Services 2022 Capital Budgets.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

At the request of the Ward Councillor on behalf of a resident, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of Freeman Street and Phenix Drive.

Existing Conditions

Freeman Street is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 8.2 metres
- The daily two way traffic volume is approximately 700 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on both sides of the street

Phenix Drive is characterized by the following conditions:

- It is a two-lane, north-south local roadway
- It operates two-way traffic on a pavement width of approximately 8.1 metres
- The daily two way traffic volume is approximately 200 vehicles
- The speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service
- There are sidewalks located on both sides of the street

These two streets intersect and form "T" type intersection, with right-of-way controlled by stop signs for southbound traffic on Phenix Drive.

The surrounding land use mostly consists of single family residential homes, and Birch Cliff Public School is located on the south side of the intersection. Freeman Street in the study area is classified as a community safety zone.

Parking regulations on the south side of Freeman Street, at its intersection with Phenix Drive are as follows:

- No stopping, from 7:00 a.m. to 9:00 a.m., Monday to Friday, between a point 25 metres east of Eastwood Avenue (westerly leg) and Phenix Drive.
- Maximum 30-minute parking, from 8:00 a.m. to 4:00 p.m., Monday to Friday, between Birchcliff Avenue and Phenix Drive.

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 warrant 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 December 2021, disclosed that zero reported collisions occurred at this intersection.

Transportation Services conducted an all-way stop control study on Tuesday, June 11, 2019 at the subject intersection. The results of the study 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 Study at Freeman Street and Phenix Drive

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (2019 - 2021)	0	6	No
B1	Average Vehicle Volumes	118/hour	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	176/hour	100/hour	Yes
B3	Percentage of Traffic on Major Street	65%	≤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 satisfied. Therefore, it is recommended that all-way stop control be installed at the intersection of Freeman Street and Phenix Drive.

The installation of the all-way stop control will result the loss of three to four short-term parking spaces, by extending the existing stopping prohibition and truncating the short-term parking on the south side of the intersection of Freeman Street and Phenix Drive. This is to prevent drivers from stopping within the intersection and student from crossing between parked cars.

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

CONTACT

Dan Clement, CET, Manager, Traffic Operations (Area 1), Transportation Services, 416-397-5021, Dan.Clement@toronto.ca

SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - All-Way Stop Control and Parking Amendment - Freeman Street and Phenix Drive

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