

All-Way Stop Control - Euclid Avenue and Scarboro Avenue

Date: June 14, 2022

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 25 - Scarborough-Rouge Park

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 at the intersection of Euclid Avenue and Scarboro Avenue. Based on the assessment undertaken, Transportation Services does not recommend the installation of all-way stop control at this intersection as the warrant criteria was not met.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council not authorize all-way compulsory stop control at the intersection of Euclid Avenue and Scarboro Avenue.

FINANCIAL IMPACT

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

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of all-way stop control, the estimated cost associated with the amendment is \$800. Funding would be subject to availability and competing priorities within the Transportation Services 2022 Operating and Capital Budgets.

DECISION HISTORY

At its meeting on January 10, 2022, Scarborough Community Council adopted SC29.9 Road Safety - Euclid Avenue, which recommended Transportation Services conduct a study to determine if All-Way Stop Control is warranted at the intersection of Euclid Avenue and Scarboro Avenue and to report back with findings. The Council decision can be found at [Agenda Item History - 2022.SC29.9 \(toronto.ca\)](#).

COMMENTS

Transportation Services was directed by Scarborough Community Council, on behalf of area residents, to investigate the feasibility of installing all-way stop control at the intersection of Euclid Avenue and Scarboro Avenue.

Existing Conditions

Euclid Avenue 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 metres
- The daily two-way traffic volume is approximately 2,400 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on the south side of the street

Scarboro Avenue 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 metres
- The speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are no sidewalks on either side of the street

These two streets intersect to form a right-angled four-leg intersection, with right-of-way controlled by stop signs for northbound and southbound traffic on Scarboro Avenue.

The land use in the area consists of detached residential dwellings. Cardinal Leger Catholic School is located approximately 268 metres to the west at the intersection of Euclid Avenue and Morrish Road. Meadowvale Public School is located approximately 535 metres to the east at the intersection of Euclid Avenue and Meadowvale Road.

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 December 31, 2021, disclosed that two reported collisions occurred at this intersection and none of these collisions involved pedestrians. Both of these collisions were considered potentially preventable by the installation of all-way stop control.

Transportation Services conducted an all-way stop control study on May 5, 2022 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 Euclid Avenue and Scarborough Avenue

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (January 1, 2019 to December 31, 2021)	2	6	No
B1	Average Vehicle Volumes	287/hour	250/hour	Yes
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	78/hour	100/hour	No
B3	Percentage of Traffic on Major Street	75%	≤70%	No

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 control be installed at the intersection of Euclid Avenue and Scarborough Avenue.

The Ward Councillor has been advised of the recommendation 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 - Euclid Avenue and Scarboro Avenue

Attachment 1: Map - All-Way Stop Control - Euclid Avenue and Scarboro Avenue

