

From: [Warren Park Ratepayers Association](#)
To: [Toronto East York Community Council](#)
Cc: [Councillor Perks](#); [Mayor Tory](#); [Margo Duncan](#)
Subject: Re: TE32.66 - Allway stop sign St. Marks Rd, (Hill) and Humbercrest Rd(sic) Addendum
Date: Wednesday, April 20, 2022 7:23:31 AM
Attachments: [St. Marks Humbercrest All-Way 2013\(2\).pdf](#)
[image003.png](#)

Hello again,

This is an addendum to my previous letter and I would like to ask that this be attached.

Since my last writing the Councillor has sent the Association a document dated 2013 as the genesis for a five way, (all way) stop sign. This document is 9 years old and we are not aware of the community having seen it or debated it. Certainly we are entitled to engaged representation and the ability to have full discussions on matters that affect this community.

I draw your attention to paragraph 8, (page 2) which indicates the desire of the community at a meeting held in November 2012. Traffic north and southbound on Humbercrest were not stopping and the request was for signage indicating that only those two directions stopped, not the east/west. To extrapolate and present an all way stop as the community's best interest is egregious.

The comparison of like locations in paragraph 12, (page 2) does not represent the grade and incline of St. Marks Hill. To suggest that there would be good traffic compliance is erroneous as they could not predict the future. Furthermore, the intersection in the comparison does not have the same physical details as St. Marks. One memo on the subject does not represent a traffic engineer's study.

Endorsing the Councillor's request would be removing responsible governance from this community and certainly allowing the Councillor to proceed without ever engaging this community.

Best regards,

Frances Galambosy- Warren Park Ratepayers Association

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To: Councillor Sarah Doucette, Ward 13 Parkdale-High Park

From: Bruce Clayton, Manager, Traffic Operations-Etobicoke York District

Date: March 5, 2013

Subject: **Service Request # 5207854**
Humbercrest Boulevard and St. Marks Road – Traffic Control Review

This memorandum is in response to our on-going review of traffic operations at the intersection of Humbercrest Boulevard and St. Marks Road, more specifically, concerns with respect to southbound and northbound motorists wrongly thinking that this location is controlled by all-way stop signs and not yielding the right-of-way to east-west traffic. We have now completed our review and offer the following comments.

Context/History

Humbercrest Boulevard is an 8.5 metre wide two-lane road classified in the City's Road Classification System as a "Local" roadway. Traffic calming measures (speed humps) are in place and the posted speed limit is 30 km/h. St. Marks Road is a 7.3 metre wide two-lane "Collector" roadway. The posted speed limit on St. Marks Road is 40 km/h.

Both roadways have an urban cross-section which includes curb and gutter. There are sidewalks on both sides of the Humbercrest Boulevard, north of St. Marks Road. There is a sidewalk on the east side of Humbercrest Boulevard, south of St. Marks Road. Sidewalks are located on both sides of St. Mark's Road, east of Humbercrest Boulevard. The west leg of St Marks Road has a significant downward slope from the intersection with a sidewalk on the north side only.

Traffic at the intersection of Humbercrest Boulevard and St. Marks Road is currently controlled by "Stop" signs on Humbercrest Boulevard; the signs are supplemented with overhead flashing red beacons. A Pedestrian Crossover (PXO) is located on St. Marks Road, at the east approach of the intersection of Humbercrest Boulevard.

A stop sign compliance study conducted in April, 2011 revealed that the majority (98%) of motorists did completely stop at the intersection and no conflicts were observed.

However, concerns regarding the operation of this intersection were raised again at a community meeting attended by the area Councillor in November 2012. As a result, staff was asked if signage that read "Two-Way Stop" could be added to the north-south stop signs. Staff advised in an e-mail dated November 8, 2012 that a "Two-Way Stop" sign/tab is not prescribed in the Ontario Traffic

Manual and notwithstanding, "Two-Way" is ambiguous in that it does not state which approaches of the intersection have a stop sign.

In response to the aforementioned e-mail, staff was then asked for any other ideas on how to make it clear that only the north and south approaches are controlled by stop signs, or in other words, east-west traffic on St. Mark's Road does not stop. Staff replied in e-mail dated January 10, 2012 that we would be reviewing this matter further.

All-Way Stop Warrant Analysis

As part of our review, staff applied the most recent (April, 2011) traffic count conducted at the intersection of Humbercrest Boulevard and St. Marks Road to the city-wide All-Way Stop Control Warrant which revealed that the technical requirements are met. The details of our warrant analysis are outlined in the attached *Technical Summary*.

A three year review (January 1, 2009 to December 31, 2011) of the Toronto Police Services collision records revealed a good safety record at this location no reportable collisions.

Conclusion/Recommendations

Application of our study data to the All-Way Stop Control Warrant reveals that the requirements for the installation of an all-way stop control are achieved. Therefore, staff will be preparing a report to the Etobicoke Community Council, in the near future, recommending the installation of all-way stop controls at the intersection of Humbercrest Boulevard and St. Marks Road. If approved, the all-way stops would be installed thereafter at the intersection. As both an all-way stop and a Pedestrian Crossover (P.X.O.) can not exist at the same intersection, this recommendation will result in the removal of the existing Pedestrian Crossover (P.X.O.) on the east side of the intersection and the existing 2-way flashing overhead red beacons will be upgraded to a flashing 4-way beacon system.

Although there is a significant grade on the west approach of the intersection of Humbercrest Boulevard and St. Mark's Road, staff note that there are other all-way stop locations in the City, including the intersection of Ellis Park Road and Ellis Avenue, that have approach grades similar or greater than the aforementioned and appear to be operating effectively. Furthermore, considering the relatively equal split of traffic on both Humbercrest Boulevard and St. Marks Road, we anticipate good all-way stop compliance.

Should you have any questions regarding our review, please contact Mark Hargot, Supervisor of Traffic Operations, Etobicoke York District at 416-394-8453.



Bruce Clayton
Manager, Traffic Operations, Etobicoke York District

BSL/bsl Service Request: #5207854

att. Street Files "St. Marks Road" and "Humbercrest Boulevard"
James Chandler, Traffic Control Systems

TECHNICAL SUMMARY
Humbercrest Boulevard and St. Marks Road

Roadway Classification

Roadway	Classification	Typical Daily Vehicle Volume
Humbercrest Boulevard	Local	<2500
St. Marks Road	Collector	> 2500

1.0 Existing Intersection and Roadway Conditions

- Four-legged intersection controlled by a "Stop" sign on Humbercrest Boulevard facing northbound and southbound traffic. Overhead flashing red beacons reinforce the right-of-way at the stop control.
- Humbercrest Boulevard is a two-lane road with speed humps and a posted 30 km/h speed limit.
- St. Marks Road is a two-lane road with a 40 km/h speed limit. The west leg of the intersection has a steep downgrade. A Pedestrian Crossover is located on the east side of the intersection.

2.0 All-Way Stop Control

Justification for Installation

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council. The analysis of this warrant is based on data compiled from a four-hour traffic study and a review of the collision history.

Location: St. Marks Road (major road) and Humbercrest Boulevard (minor road)

Date: Thursday, April 7, 2011

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle and Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads**
7:30 a.m. to 8:30 a.m.	316	157	52/48
8:30 a.m. to 9:30 a.m.	371	272	41/59
4:00 p.m. to 5:00 p.m.	316	218	42/58
5:00 p.m. to 6:00 p.m.	359	245	40/60
Study Period Average	341	223	43/57
Warrant Requirements	≥ 250	≥ 100	≥ 30/70 or ≤ 70/30

An average of 53 pedestrians per hour crossed St. Marks Road

To warrant the installation of an all-way stop control, the traffic volume requirements for the "Study Period Average" must be completely satisfied in either of the following two combinations of the above three categories:

1. "Total Approach Vehicle Volume" and "Unit Volume Split – Major/Minor Roads"
or
2. "Vehicle/Pedestrian Volume Crossing Major Road" and "Unit Volume Split - Major/Minor Roads"

**Major Road Volume – Vehicles only; Minor Road Volume – Vehicles plus pedestrians crossing the major road

TECHNICAL SUMMARY
Humbercrest Boulevard and St. Marks Road

3.0 Toronto Police Service Collision Records

Three-year (January 1, 2008 – December 31, 2010) review period for which we have complete data.

Intersection: Humbercrest Boulevard and St. Marks Road

Number of Collisions (Susceptible to correction with an all-way stop)			3-Year Average
2009	2010	2011	
0	0	0	0

The collision warrant is met if the average number of collisions per year over a three year period, of the type susceptible to correction by the use of an all-way stop control, is greater than or equal to 2.