

All-Way Stop Control - Luella Street and Centre Street, and Luella Street/Conn Smythe Drive and Beachell Street

Date: February 7, 2023

To: Scarborough Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 24, Scarborough-Guildwood

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 intersections of Luella Street and Centre Street, and Luella Street/Conn Smythe Drive and Beachell Street. Based on the assessment undertaken, Transportation Services does not recommend the installation of all-way stop control at Luella Street and Centre Street, and recommends the installation of all-way stop control at Luella Street/Conn Smythe Drive and Beachell Street.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council not authorize all-way compulsory stop control at the intersection of Luella Street and Centre Street.
2. Scarborough Community Council authorize all-way compulsory stop control at the intersection of Luella Street/Conn Smythe Drive and Beachell Street.

FINANCIAL IMPACT

The estimated costs associated with the installation of all-way compulsory stop control at Luella Street/Conn Smythe Drive and Beachell Street is \$3,266.50. Funding is anticipated to be available within the Transportation Services 2023 Interim Operating and Capital Budgets.

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of all-way stop control at both locations, the estimated cost associated with the amendment is \$7,645.00. Funding would be subject to availability and competing priorities within the Transportation Services 2023 Interim Operating and Capital Budgets.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

At the request of the Ward Councillor, Transportation Services investigated the feasibility of installing all-way stop control at the intersections of Luella Street and Centre Street, and Luella Street/Conn Smythe Drive and Beachell Street.

Existing Conditions

Luella Street is characterized by the following conditions:

- It is a two-lane, east-west, two-way local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are sidewalks located on the south side of the street
- Designated as a Community Safety Zone

Centre Street 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 8.5 metres
- 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 west side of the street

Beachell Street 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 8.5 metres
- 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

Conn Smythe Drive 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 8.5 metres
- The speed limit is 50 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

Luella Street and Centre Street intersect to form a right-angled four-leg intersection, with right-of-way controlled by stop signs for northbound and southbound traffic on Centre Street.

Luella Street/Conn Smythe Drive and Beachell Street intersect to form a right-angled four-leg intersection, with right-of-way controlled by stop signs for eastbound traffic on Conn Smythe Drive and westbound traffic on Luella Street.

Scarborough Village Public School (15 Luella Street) is located on the south side of Luella Street, west side of Beachell Street and west side of Centre Street. A place of worship is located on the west side of Centre Street. The area is mainly comprised of residential homes, with businesses located off of Markham Road and Eglinton Avenue East.

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, 2022, disclosed that zero reported collisions occurred at both intersections.

Transportation Services conducted an all-way stop control study on November 3, 2022 at Luella Street and Centre Street, and the evaluation is summarized in Table 1. An all-way stop control study was conducted on November 4, 2021 at Luella Street/Conn Smythe Drive and Beachell Street. The evaluation is summarized in Table 2. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council.

Table 1: All-Way Stop Control Study at Luella Street and Centre Street

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (January 1, 2020 and December 31, 2022)	0	6	No
B1	Average Vehicle Volumes	154/hour	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	67/hour	100/hour	No
B3	Percentage of Traffic on Major Street	61%	≤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 control be installed at the intersection of Luella Street and Centre Street.

Table 2: All-Way Stop Control Study at Luella Street/Conn Smythe Drive and Beachell Street

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (January 1, 2020 and December 31, 2022)	0	6	No
B1	Average Vehicle Volumes	65/hour	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	78/hour	100/hour	No
B3	Percentage of Traffic on Major Street	23%	≤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. However, given the close proximity to a public school, staff recommends the installation of all-way stop controls at this location to facilitate protected crossings for pedestrians. Therefore, it is recommended that all-way stop control be installed at the intersection of Luella Street/Conn Smythe Drive and Beachell Street.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - All-Way Stop Control - Luella Street/Conn Smythe Drive and Centre Street and Beachell Street

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