

## **All-Way Stop Control - Steenvale Drive and Van Allan Road**

**Date:** June 25, 2024

**To:** Scarborough Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 24, Scarborough-Guildwood

### **SUMMARY**

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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 Steenvale Drive and Van Allan Road. Based on the assessment undertaken, the installation of all-way stop control is recommended and the stop signs will enhance traffic safety for all road users.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize all-way compulsory stop control at the intersection of Steenvale Drive and Van Allan Road.

### **FINANCIAL IMPACT**

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The estimated costs associated with the proposed amendment is \$1,500.00. Funding is anticipated to be available within the Transportation Services 2024 Operating and Capital Budgets.

## DECISION HISTORY

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This report addresses a new initiative.

## COMMENTS

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At the request of a local resident, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of Steenvale Drive and Van Allan Road.

### Existing Conditions

Steenvale 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 8.5 metres
- The daily two-way traffic volume varies from approximately 600 vehicles
- The speed limit is 50 km/h. Transportation Services advises that the speed limit is planned to be reduced to 30 km/h on this street by 2026+, consistent with Item 2019.IE6.8 (Vision Zero 2.0 – Road Safety Plan Update).
- 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

Van Allan Road 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 daily two-way traffic volume is approximately 450 vehicles
- The speed limit is 50 km/h. Transportation Services advises that the speed limit is planned to be reduced to 30 km/h on this street by 2026+, consistent with Item 2019.IE6.8 (Vision Zero 2.0 – Road Safety Plan Update).
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides 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 Steenvale Drive. As noted above, Steenvale Drive has higher traffic volumes than Van Allan Road, which operates with free-flow traffic.

A School Crossing Guard is deployed on the south leg of the intersection to assist crossings of Steenvale Drive during school start and end times.

The adjacent land use in the area consists of multifamily as well single family residential dwellings. At the eastern terminus of Van Allan Road, approximately 35 metres east of Steenvale Drive, a pedestrian access is provided to Cornell Park and Cornell Junior Public School.

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, 2023, disclosed that zero collisions occurred at this intersection.

Transportation Services conducted an all-way stop control study on June 15, 2023, 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 Steenvale Drive and Van Allan Road

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (January 1, 2021 to December 31, 2023)	0	6	No
B1	Average Vehicle Volumes	50/hour	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	27/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.

Although the technical warrant requirements are not achieved, the north-south stop signs on Steenvale Drive are stopping the heavier traffic volume. Typically, stop signs are placed to stop traffic on streets with the lower traffic volume. An option in these situations is to reverse the control and stop the street with the lower volume (Van Allan Road). However, this may create confusion as drivers are accustomed to the existing controls due to established habits.

Given the traffic characteristics observed at the intersection of Steenvale Drive and Van Allan Road, the implementation of an all-way stop control is appropriate to make the intersection safer for all road users, and therefore is recommended.

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

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

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Attachment 1: Map - All-Way Stop Control - Steenvale Drive and Van Allan Road

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