

All-Way Stop Control - Huron Street and Glen Morris Street

Date: March 14, 2024

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 11, University-Rosedale

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 Huron Street and Glen Morris Street. Based on the assessment undertaken, the installation of all-way stop control is recommended and should enhance safety for all road users.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize all-way compulsory stop control at the intersection of Huron Street and Glen Morris Street.

FINANCIAL IMPACT

The estimated costs associated with the proposed amendment is \$1,200.00. Funding is anticipated to be available within the Transportation Services 2024 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 intersection of Huron Street and Glen Morris Street.

Existing Conditions

Huron 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 7.3 metres
- The daily two-way traffic volume is approximately 3,100 vehicles
- The speed limit is 30 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
- There are curb extensions on the east side of the street

Glen Morris Street is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates one-way eastbound traffic on a pavement width of approximately 7.1 metres
- The daily one-way traffic volume is approximately 400 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street
- There is a curb extension on the south side of the street at Huron Street

These two streets intersect to form a right-angled "T" type intersection, with right-of-way controlled by a stop sign for eastbound traffic on Glen Morris Street.

The adjacent land use in this area is predominantly University of Toronto buildings and residential. University of Toronto buildings comprise John P. Robarts Research Library and Faculty of Information, located on the east side of Huron Street, and Graduate House, located on Glen Morris Street. Additionally, University of Toronto Schools is located at the southwest corner of Huron Street and Bloor Street West.

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 two reported collisions occurred at this intersection and neither of these collisions involved pedestrians. Neither 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 September 20, 2018, 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 Huron Street and Glen Morris Street

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	377/hour	250/hour	Yes
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	134/hour	100/hour	Yes
B3	Percentage of Traffic on Major Street	72%	≤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 it was determined that this intersection does not meet the numerical requirements for the installation of all-way stop control.

In addition to the technical criteria, consideration of the surrounding area is given and in some cases engineering judgment may be applied to recommend pedestrian crossing protection even if the numeric warrants do not meet for all-way stop control. Due to the existing pedestrian desire lines between University of Toronto buildings and direct proximity to vulnerable road user generators (i.e., Grade 7 to 12 students attending University of Toronto School and St. Thomas's Church Toronto), Transportation Services can support the installation of pedestrian crossing protection at Huron Street and Glen Morris Street.

An all-way stop control is considered the most appropriate intervention based on its ability to provide crossing protection and provide context specific vulnerable road user benefits, including crossings on all approaches and more stringent requirements for vehicles to stop. Therefore, the installation of an all-way stop control at the intersection of Huron Street and Glen Morris Street is recommended.

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

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Map - All-Way Stop Control - Huron Street and Glen Morris Street

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