

All-Way Stop Control - Willard Avenue and Hanley Street

Date: April 11, 2025

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 4, Parkdale-High 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 is requesting approval to install all-way stop control at the intersection of Willard Avenue and Hanley 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 authorize all-way compulsory stop control at the intersection of Willard Avenue and Hanley Street.
2. Toronto and East York Community Council amend the existing school bus loading zone regulation in effect from 8:00 a.m. to 5:00 p.m., daily, on the east side of Willard Avenue, between a point 36 metres south of Winfield Avenue and a point 98 metres further south, to be in effect between a point 36 metres south of Winfield Avenue and a point 15 metres north of Hanley Street and to be in effect between a point 15 metres south of Hanley Street and a point 20 metres south.

FINANCIAL IMPACT

The estimated costs associated with the proposed amendment is \$1,500.00. Funding is anticipated to be available within the Transportation Services 2025 Operating and Capital Budgets.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

At the request of Ward Councillor, on behalf of local residents, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of Willard Avenue and Hanley Street.

Existing Conditions

Willard 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 8.5 metres
- The daily two-way traffic volume is approximately 2,600 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

Hanley Street is characterized by the following conditions:

- It is a one-lane, east-west, local roadway
- It operates one-way westbound traffic on a pavement width of 7.3 metres
- The daily one-way traffic volume is approximately 800 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

These two streets intersect to form a "T" type intersection, with no stop control for northbound and southbound traffic on Willard Avenue. On the east side of the intersection are the entrances to James Culnan Catholic School, which provide direct access for students from Willard Avenue.

The adjacent land use in this area is generally residential. There are pedestrian generators in the vicinity including James Culnan Catholic School and transit stops on Jane Street and Annette Street, which may attract vulnerable road users to this intersection.

The closest forms of pedestrian crossing protection are an all-way stop control located approximately 215 metres to the north at Willard Avenue and St. John's Road (east intersection) and a compulsory stop control 215 metres to the south at Willard Avenue and Annette Street.

This intersection is located within a designated Community Safety Zone.

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, 2024, disclosed one reported collision occurred at this intersection. This collision did not involve a pedestrian or cyclist and was not considered potentially preventable by the installation of all-way stop control.

Transportation Services conducted an all-way stop control study on October 5, 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 Willard Avenue and Hanley Street

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (January 1, 2022, to December 31, 2024)	0	6	No
B1	Average Vehicle Volumes	196/hour	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	90/hour	100/hour	No
B3	Percentage of Traffic on Major Street	69%	≤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 it was determined that this intersection does not meet the numerical requirements for the installation of all-way stop control.

Notwithstanding the numeric warrants not being met, in view of the safety and connectivity concerns in this section of Willard Avenue, Transportation Services further considered the installation of all-way stop control on Willard Avenue and Hanley Street for the following reasons:

- Protected crossing for children and parents/guardians destined to and from James Culnan Catholic School
- Pedestrian desire lines exist between James Culnan Catholic School, the surrounding residential areas and TTC service on Jane Street
- The spacing between protected pedestrian crossings from this intersection on Willard Avenue

In considering the above reasons, Transportation Services recommends the installation of all-way stop control at Willard Avenue and Hanley Street as it will provide enhanced safety for all road users.

The installation of all-way stop control will require an amendment to the existing school bus loading zone on the east side of Willard Avenue. This zone currently extends through the intersection. In order to ensure clear sightlines and unobstructed crossings for intersection users, this zone will need to be amended to operate into two separate areas, north and south of Hanley 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 - Willard Avenue and Hanley Street

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