

Compulsory Stop Controls - Various Intersections in Ward 4

Date: September 2, 2024

To: Toronto and East York Community Council

From: Director, Enforcement and Street 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 compulsory stop controls at five, currently uncontrolled, "T" type intersections on Beresford Avenue, Lincoln Avenue, Mapleview Avenue and Herman Avenue. Based on an assessment undertaken, the installation of compulsory stop controls at these intersections is recommended to clearly define the right-of-way and enhance safety for all road users.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize a compulsory stop control for southbound traffic on Beresford Avenue at MacGregor Avenue.
2. Toronto and East York Community Council authorize a compulsory stop control for westbound traffic on Lincoln Avenue at Beresford Avenue.
3. Toronto and East York Community Council authorize a compulsory stop control for northbound traffic on Mapleview Avenue at Lincoln Avenue.
4. Toronto and East York Community Council authorize a compulsory stop control for southbound traffic on Mapleview Avenue at MacGregor Avenue.

5. Toronto and East York Community Council authorize a compulsory stop control for eastbound traffic on Herman Avenue at Ritchie Avenue.

FINANCIAL IMPACT

The signage costs associated with the proposed installations are approximately \$1,800.00. Funding is available within the Transportation Services 2025 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested through 311 to review the feasibility of installing compulsory stop controls at the intersections of Beresford Avenue and MacGregor Avenue, Lincoln Avenue and Beresford Avenue, Mapleview Avenue and Lincoln Avenue, Mapleview Avenue and MacGregor Avenue, and Herman Avenue and Ritchie Avenue.

Existing Conditions

Beresford 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 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

Lincoln Avenue 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 8.5 metres
- 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

Mapleview 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 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

Herman Avenue 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 7.3 metres
- 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

The surrounding land use consists of single-family residential homes.

As there are no stop controls at the subject intersections, the right-of-way is determined as defined in the Ontario Highway Traffic Act, which stipulates that priority is "given to vehicles already within the intersection or, in the event, two or more vehicles are approaching the intersection at approximately the same time, the Act requires the driver on the left to yield to the vehicle on the right."

As per Provincial guidelines, stop sign control may be warranted where three or more right angle or turning collisions per year have occurred over three years and other methods of reducing the collision experience have been considered and found to be inadequate. A review of the Toronto Police Service collision data for three years ending December 31, 2024, disclosed that no right angle or turning collision have been reported at any of these five intersections. Accordingly, stop sign controls are not warranted.

Notwithstanding, the Provincial guidelines state that "the use of stop signs should be considered at intersections where the application of the normal right-hand rule or yield control would be unduly hazardous". Based on the current operational environment, the installation of compulsory stop controls for southbound traffic at Beresford Avenue and MacGregor Avenue; westbound traffic at intersection of Lincoln Avenue and Beresford Avenue; northbound traffic at intersection of Mapleview Avenue and Lincoln Avenue; southbound traffic at intersection of Mapleview Avenue and MacGregor Avenue; for eastbound traffic at the intersection of Herman Avenue and Ritchie Avenue are recommended to resolved any potential right-of-way confusion that may occur.

The installation of stop signs at the noted intersections will provide stop sign uniformity on the streets in these areas, clearly define the right-of-way and enhance safety for all road users.

A map of the areas is included in Attachment 1 and 2.

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

CONTACT

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SIGNATURE

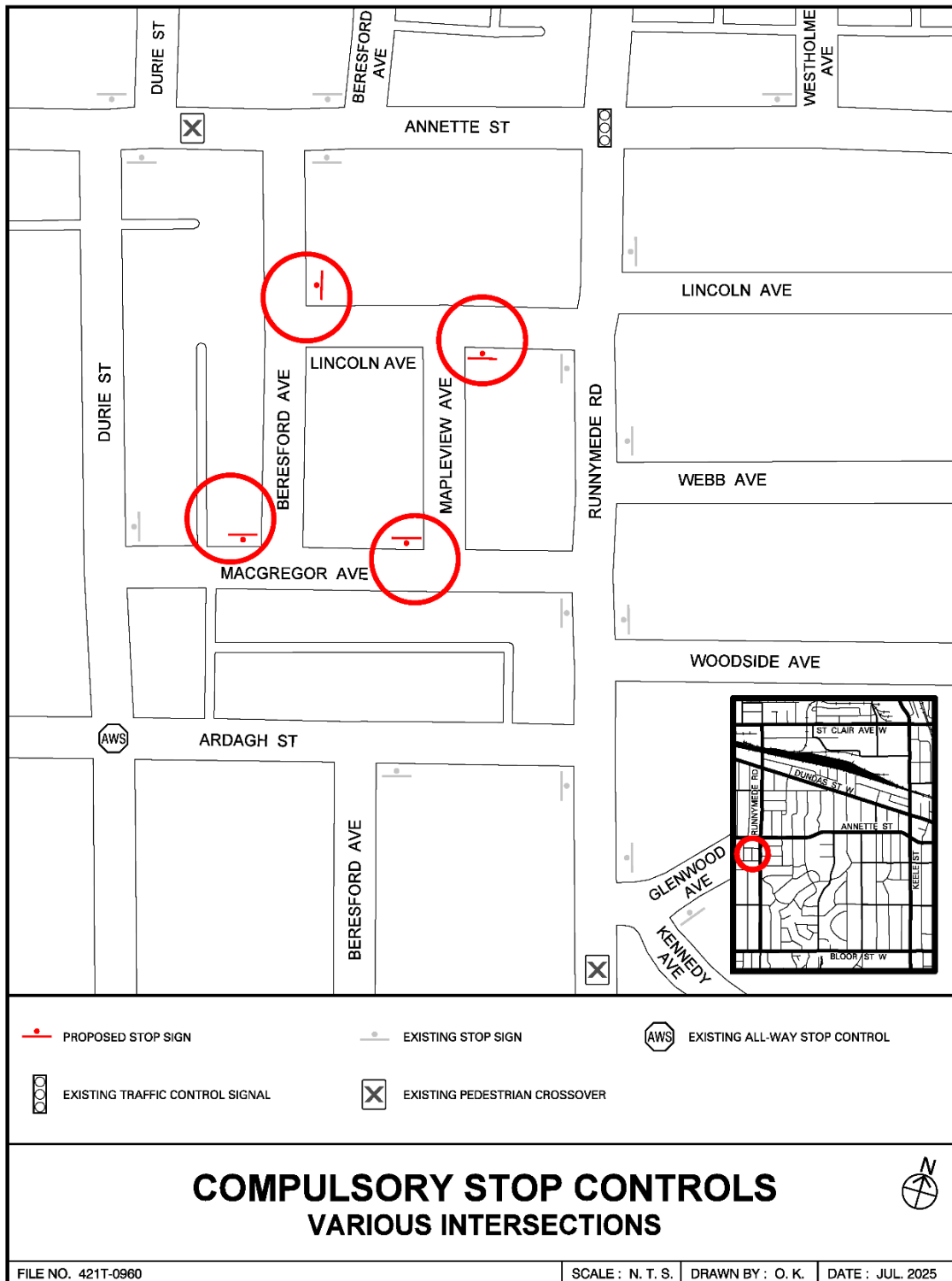


Mike Barnet, P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

- Attachment 1: Map - Compulsory Stop Controls - Various Intersections
- Attachment 2: Map - Compulsory Stop Control - Herman Avenue and Ritchie Avenue

Attachment 1: Map - Compulsory Stop Controls - Various Intersections



Attachment 2: Map - Compulsory Stop Control - Herman Avenue and Ritchie Avenue

