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September 27, 2007

Councillor Michael Walker
City of Toronto, Ward 22 – St. Paul's
100 Queen St. W., Suite B26
Toronto, Ontario
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Dear Councillor Walker:

Re: Oxtan Avenue and Oriole Parkway – Request to report on the status of the eastbound “Stop” sign

On September 25, 26 and 27, 2006, City Council adopted Clause No. 21 of Report No. 8 of the Toronto and East York Community Council, and in so doing, authorized the installation of a “Stop” sign for eastbound motorists at the above-noted intersection and requested the Director, Transportation Services, Toronto and East York District, to submit a status report to Toronto and East York Community Council in one year’s time. The following discussion summarizes the details of our investigation.

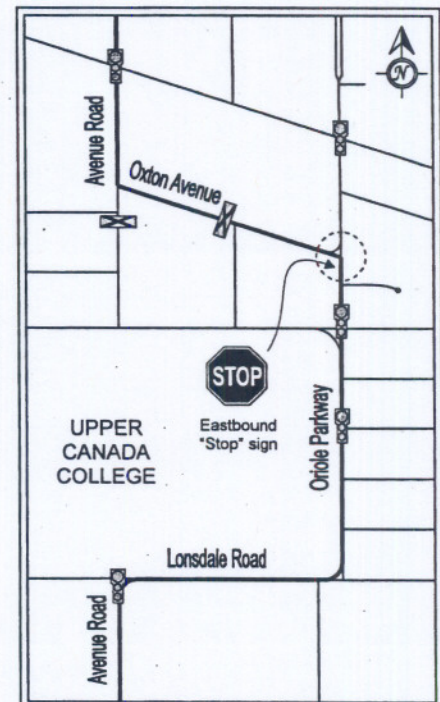
Existing Conditions

Oxtan Avenue travels between Avenue Road and Oriole Parkway, intersecting the east side of Avenue Road and the west side of Oriole Parkway at skewed angles. There is a “Stop” sign for eastbound motorists on Oxtan Avenue at Oriole Parkway. Oxtan Avenue is an east-west major arterial roadway, consisting of two lanes for through traffic, a daily two-way traffic volume of approximately 20,000 vehicles and a speed limit of 40 km/h. Toronto Transit Commission (TTC) service on Oxtan Avenue is provided by the 142 Downtown/ Avenue Road Express bus.

Oriole Parkway is a north-south major arterial roadway. South of Oxtan Avenue, Oriole Parkway consists of four lanes for through traffic, a daily two-way traffic volume of approximately 49,000 vehicles and a speed limit of 50 km/h. North of Oxtan Avenue, Oriole Parkway consists of two lanes for through traffic, a daily two-way traffic volume of approximately 29,000 vehicles and a speed limit of 40 km/h. TTC service on Oriole Parkway is provided by the 5 Avenue Road bus and the 142 Downtown/Avenue Road Express bus.

Issues

Because of the Upper Canada College, Avenue Road has been discontinued, and the linkage (north-to-south) is from Avenue Road, via Oxtan Avenue, Oriole Parkway and Lonsdale Road, back to Avenue Road. This linkage has been illustrated at right. Due to this unusual configuration of Avenue Road and a number of schools in the area, adjacent residential areas to the west of Avenue Road have noted a high level of non-local traffic in their communities. To encourage traffic flow on the arterial road sections, “free-flow” movements were created for westbound-to-northbound motorists at Avenue Road and Oxtan Avenue and for eastbound-to-southbound motorists at Oriole Parkway and Oxtan Avenue.



Some area residents are opposed to "free-flow" conditions on Oxtan Avenue at Oriole Parkway, as pedestrians do not legally have the right-of-way over eastbound right-turning motorists. Other concerns include aggressive motorist behaviour and the speed of motorists travelling on Oxtan Avenue.

History

The following provides a brief chronology of the modifications in the area to date:

Late 1999 – The intersection of Avenue Road and Oxtan Avenue was reconstructed to improve arterial traffic flow between these roadways.

Late 2002 – The intersection of Oriole Parkway and Oxtan Avenue was reconstructed to improve arterial traffic flow between these roadways. A "Yield" sign was initially installed for eastbound motorists on Oxtan Avenue.

October 2002 – A pedestrian crossover (PXO) was installed at Avenue Road and Hillholm Road to provide protection for pedestrians crossing Avenue Road.

July 2003 – A PXO was installed at Oxtan Avenue and Highbourne Road to provide protection for pedestrians crossing Oxtan Avenue.

Early 2005 – To improve the flow of eastbound traffic at Oxtan Avenue and Oriole Parkway, the eastbound "Yield" sign was removed and an increased corner parking prohibition was implemented. Additional advisory signage and pavement markings were installed to re-inforce to eastbound right-turning motorists that they do not have to come to a stop. Similar improvements were also made for westbound motorists on Oxtan Avenue, approaching Avenue Road.

October 2005 – Transportation Services reported to Toronto and East York Community Council on requests to:

- install a "Stop" sign for eastbound motorists on Oxtan Avenue at Oriole Parkway, for a trial period of six months, beginning in April 2006; and
- to reduce the speed limit on Oxtan Avenue and on Avenue Road, between Chaplin Crescent and Oxtan Avenue, to 40 km/h.

These proposals were not supported as they were identified as impediments to the flow of traffic on the Avenue Road corridor. Toronto and East York Community Council directed the speed limit reduction. However, the installation of the "Stop" sign was postponed indefinitely.

September 2006 – Toronto and East York Community Council requested Transportation Services to install an eastbound "Stop" sign at the intersection of Oxtan Avenue and Oriole Parkway and to prepare a status report after one year. The eastbound "Stop" sign was installed on October 19, 2006.

Collisions

The collision history at Oxtan Avenue and Oriole Parkway since the re-installation of the eastbound "Stop" sign was reviewed. Collision statistics provided by the Toronto Police Service for the period between October 19, 2006 and June 15, 2007 disclosed that three collisions occurred at this intersection. None of these three collisions involved a pedestrian. The three collisions are described in more detail as follows:

- two southbound motorists were involved in a side-swipe collision;
- two eastbound motorists were involved in a rear-end collision; and
- a northbound left-turning motorist and a southbound through motorist were involved in a turning movement collision.

Study Results

Previous investigations at Oriole Parkway and Oxtan Avenue classified the type of stop that eastbound motorists made under "Yield" control as well as under uncontrolled conditions. Both studies collected data over an hour of

the afternoon off-peak period. The most recent traffic count recorded the types of stops made over the entire eight-hour study period. A comparison of the three study results has been provided at the top of the next page.

Type of Stop	Study Date (control for eastbound motorists)		
	June 2003 ("Yield" control)	July 2005 (Uncontrolled)	July 2007 ("Stop" control)
Complete stop	20 percent	3 percent	16 percent
"Rolling" stop	67 percent	12 percent	82 percent
No stop ("free-flow")	13 percent	85 percent	2 percent

Based on the above-results, there is a significant level of motorist non-compliance with the eastbound "Stop" sign. This result can possibly be attributed to the relatively low pedestrian crossing volumes on the west intersection leg, as well as the fact that there is no conflicting traffic in the southbound curb lane on Oriole Parkway, immediately south of Oxtan Avenue.

Additionally, comparisons were also made between the traffic and pedestrian volumes to/from the west intersection leg using historical eight-hour turning movement counts. A comparison of the eight-hour total volumes is provided in the following table:

Intersection movement	Date of traffic count (control for eastbound motorists)				
	November 1992 ("Stop" control)	November 2000 ("Stop" control)	September 2003 ("Yield control)	November 2006 ("Stop" control)	July 2007 ("Stop" control)
Eastbound right-turn	4,367	4,415	4,789	7,270	4,492
Northbound left-turn	3,705	4,254	4,041	4,805	4,006
West leg pedestrian	71	70	17	36	23

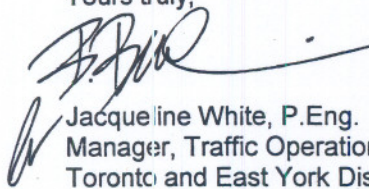
Based on the above-results, it appears that the type of control for eastbound motorists at Oxtan Avenue and Oriole Parkway has had minor impacts on the vehicle and pedestrian volumes at this intersection. The only exception is the November 2006 count, which is considerably higher than the other counts. It is not known what has accounted for this discrepancy, but it has been included to ensure a complete review.

Summary

The October 2006 re-installation of the eastbound "Stop" sign at Oxtan Avenue and Oriole Parkway has had minor impacts on the vehicle and pedestrian volumes on the west intersection leg. Additionally, the collision review did not disclose any collision involving pedestrians. However, the review disclosed that there are significant numbers of eastbound motorists on Oxtan Avenue that do not come to a complete stop at Oriole Parkway.

In view of the forgoing, please provide us your comments if you would like the eastbound "Stop" sign to remain on Oxtan Avenue at Oriole Parkway, at your earliest convenience. If you have any questions regarding this investigation, please contact Dan Clement, Transportation Technologist, at (416) 338-5454.

Yours truly,



Jacqueline White, P.Eng.
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Toronto and East York District

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