

Committee of the Whole (1) Report

DATE: Tuesday, December 3, 2024

WARD: 1

TITLE: ALL-WAY STOP CONTROL REVIEW – ISLINGTON AVENUE
AND TREELAWN BOULEVARD/BELL COURT

FROM:

Emilie Alderman, Deputy City Manager, Public Works

ACTION: FOR INFORMATION

Purpose

This report provides information regarding a traffic study that was undertaken at the intersection of Islington Avenue and Treelawn Boulevard/Bell Court as directed by Council on September 24, 2024.

Report Highlights

- On September 24, 2024, Council directed staff to report on the findings of a traffic study at the intersection of Islington Avenue and Treelawn Boulevard/Bell Court.
- The study assessed the merits of installing an all-way stop control at the intersection of Islington Avenue and Treelawn Boulevard/Bell Court.
- Based on the traffic study findings, the existing traffic volumes at the subject intersection show that the Provincial Warrant for an all-way stop control is not currently met.
- The City's Kleinburg Village Improvements project includes the implementation of traffic calming and active transportation infrastructure along Islington Avenue.

Recommendation

1. That this report be received.

Background

On September 24, 2024, Council directed staff to report the findings of a traffic study to determine if an all-way stop control is warranted at the intersection of Islington Avenue and Treelawn Boulevard/Bell Court in response to resident traffic concerns.

Islington Avenue and Treelawn Boulevard/Bell Court form a four-legged intersection with two travel lanes per direction. Islington Avenue is a collector road with a pavement width of 7.5m. Treelawn Boulevard is a local road with an entry width of 18.5m at the intersection of Islington Avenue that includes a centre median. Bell Court is a local road with a 7.0m pavement width.

Islington Avenue is oriented north-south and does not currently require vehicles to stop at Treelawn Boulevard/Bell Court. Vehicles travelling on Treelawn Boulevard or Bell Court are required to stop at Islington Avenue. There are sidewalks on the east side of Islington Avenue and on both sides of Treelawn Boulevard. There are no sidewalks on Bell Court. The area is shown in Attachment 1.

Pedestrian generators/destinations are located south of this community in the vicinity of the Kleinburg Village core, Kleinburg Public School, and Bindertwine Park.

Information from York Region Student Transportation Services confirmed that there are two school bus routes servicing stops at the subject intersection. A review of school bus activity at this intersection shows that there is school bus pick-up and drop-off activity at/near the intersection.

Council directed staff to report on the findings of a traffic study on September 24, 2024 in response to community traffic concerns related to safety when entering Islington Avenue from Treelawn Boulevard.

Previous Reports/Authority

[Consolidated Traffic By-law 284-94](#)

[Treelawn Boulevard/Islington Avenue Intersection Traffic Study, Extract from Council meeting, Item 21 Report No. 27.](#)

Analysis and Options

The Provincial Warrant for an all-way stop control is currently not met at the intersection of Islington Avenue and Treelawn Boulevard/Bell Court.

The City's warrant analysis for all-way stop controls takes into consideration the minimum vehicular volumes required, collision hazards, and sight restrictions at the intersection.

This warrant analysis is generally based on the thresholds established in Book 5 of the Ontario Traffic Manual (December 2021) and the study results are summarized in Table 1. As shown in Table 1, observed traffic volumes at the intersection do not meet the minimum requirement of the Provincial Warrant for all-way stop controls. Traffic volume data is based on the City's most recent turning movement counts that were collected at the intersection on Tuesday, June 18, 2024, during the peak traffic periods of 7:00 a.m. to 9:00 a.m., 11:00 a.m. to 2:00 p.m., and 3:00 p.m. to 6:00 p.m.

Table 1: All-Way Stop Warrant Analysis at Islington Avenue and Treelawn Boulevard/Bell Court

Warrant Criteria	7am to 8am	8am to 9am	11am to 12pm	12pm to 1pm	1pm to 2pm	3pm to 4pm	4pm to 5pm	5pm to 6pm
All of the approaches must be > 375 during each of the 8 peak hours	342	459	298	249	268	408	521	491
Minor street approaches + pedestrians must be > 150 for each of the same 8 peak hours	90	116	60	74	69	81	68	69

The warrant criteria for minimum vehicular volumes for all eight individual peak hours were not met. The warrant criteria for collision hazard were also not met. Specifically, the warrant calls for three collisions correctible by installation of an all-way stop control per year for three years. Collision data from York Regional Police indicates that there have been no reported collisions at the intersection during the past three years that

would have been correctible by installation of an all-way stop control. There are no sightline restrictions noted at the subject intersection.

Traffic and pedestrian volumes are not anticipated to significantly increase as a result of development in the area.

There are a few active development applications within the Village core that typically propose additions to existing uses or mixed-use developments. The proposed developments are minor in nature and are not expected to significantly impact operations at the intersection of Islington Avenue and Treelawn Boulevard/Bell Court.

Staff will monitor traffic at this intersection again following the completion of the City's Kleinburg Village Improvements project.

The City is currently delivering the [Kleinburg Village Improvements](#) project. Work includes adding cycling facilities, more parking areas, roadway and pedestrian lighting, streetscaping and landscape features, a watermain replacement and more. Traffic calming measures include signage and pavement marking enhancements and enhanced pedestrian crossings. The project enhancements are under construction and are anticipated to be completed by September 2026.

Staff will continue to monitor traffic at the subject intersection and will conduct an updated traffic study once the Kleinburg Village Improvements project is complete.

Financial Impact

There are no cost implications as a result of the recommendation within this report.

Generally, the estimated capital cost to implement an all-way stop control at an intersection is \$700 when the implementation is not undertaken as part of a larger capital project, such as the Kleinburg Village Improvements project. The on-going cost to maintain the signs and pavement markings is estimated to be \$200 per annum for an all-way stop control.

Operational Impact

Consultation has taken place with the City's Development Engineering Department to assess potential future growth in the area. Consultation has also taken place with the City's Infrastructure Delivery Department with respect to the Kleinburg Village Improvements project.

Broader Regional Impacts/Considerations

York Regional Police would be responsible for enforcing the rules of the road, including compliance with an all-way stop control.

Conclusion

The most recent traffic study shows that existing traffic volumes at the Islington Avenue and Treelawn Boulevard/Bell Court intersection do not currently meet the Provincial Warrant for all-way stop controls. The City's Kleinburg Village Improvements project is currently underway and includes several enhancements to the corridor which will enhance safety at the intersection. Development in the area is not expected to significantly increase pedestrian and vehicle volumes.

For more information, please contact:

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Attachment

1. Location Map.

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