



## STAFF REPORT ACTION REQUIRED

### Gulliver Road and Hurdman Street – All-Way Stop Sign Installation

<b>Date:</b>	January 22, 2007
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services and Etobicoke York District
<b>Wards:</b>	Ward 12, York South - Weston
<b>Reference Number:</b>	eycc070026-to; eycc070026-to-att1

#### SUMMARY

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The purpose of this report is to obtain approval for an all-way “Stop” control at the intersection of Gulliver Road and Hurdman Street. As the requirements are met, an all-way “Stop” is recommended to enhance the operational safety of this intersection.

#### RECOMMENDATIONS

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**Transportation Services recommend that Council approve the following actions:**

1. An all-way stop control be installed at the intersection of Gulliver Road and Hurdman Street; and
2. The speed limit on Hurdman Street be reduced from 50 km/h to 40 km/h.

#### Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$1000.00

#### ISSUE BACKGROUND

Councillor Frank Di Giorgio, on behalf of area residents, requested Transportation Services staff to investigate the feasibility of implementing an all-way stop control at the intersection of Gulliver Road and Hurdman Street.

## COMMENTS

Gulliver Road is a minor arterial roadway operating two-way with a speed limit of 40 km/h and a road width of 8.5 metres. Hurdman Street is a local street operating two-way with a speed limit of 50 km/h and a road width of 8.5 metres intersecting with Gulliver Road at an angle. Hurdman Street does not have sidewalks on either side of the roadway.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2005, disclosed one collision at the subject intersection, that of a motorist losing control of his vehicle while proceeding around the bend in the roadway.

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council:

- (a) Warrant "A": Collision History; and
- (b) Warrant "B": Traffic Volume.

Our study results revealed that the warrant requirements under Warrant "A" and the warrant criteria under Warrant "B" are not achieved.

In this regard, the subject intersection does not satisfy the operational elements for the implementation of an all-way stop control.

However, Gulliver Road has two bends in the roadway before and after Hurdman Street. The bends in the roadway restrict visibility for east-west movements. Pedestrians are forced to walk on a roadway environment where northbound and southbound motorists are proceeding without yield or stop controls compounding pedestrian exposure. In addition, at times, vehicles park right through the intersection, adding to the visibility congestion and safety concerns at this intersection.

On site observations confirmed that pedestrian and vehicle conflicts do occur at this intersection, as motorists proceed east and west, specifically when residents are returning home during the evening hours.

The intersection of Gulliver Road and Hurdman Street fails to meet the necessary criteria for all-way stop controls; however, Transportation staff is of the opinion that the safety concerns at this intersection can be addressed through this form of control.

In addition, Transportation staff also reviewed Hurdman Street against the technical warrants for introducing a 40 km/h speed limit. The justification for the introduction of a 40 km/h speed limit is based on a technical warrant adopted by Council for use in the City of Toronto. Application of the required data to this warrant revealed that a 40 km/h speed limit is warranted on both streets. The warrant is met because the Pedestrian Environment criteria are satisfied. Specifically, the road width is less than 10.5 metres, and there is an absence of sidewalks on both sides of the roadway.

To improve the regulation of traffic and to enhance pedestrian safety, it is recommended that "Stop" signs be installed for eastbound and westbound traffic, in order to create an all-way stop condition at the intersection. Additionally, since Hurdman Street adheres to Council's policy for the installation of the 40 km/h speed warrant, it is also recommended that the speed limit on this road be reduced from 50 km/h to 40 km/h.

## **CONTACT**

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## **SIGNATURE**

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John Niedra, P. Eng.  
Director, Transportation Services-Etobicoke York District  
Etobicoke York District

## **ATTACHMENTS**

Attachment No. 1:       Map