

TORONTO STAFF REPORT

February 24, 2005

To: Etobicoke York Community Council

From: Director, Transportation Services - West District
Works and Emergency Services

Subject: Old Mill Drive at Catherine Street - Implementation of All-Way Stop Controls
(Ward 13 - Parkdale-High Park)

Purpose:

To implement an all-way stop condition at the intersection of Old Mill Drive and Catherine Street.

Financial Implications and Impact Statement:

The funds associated with the introduction of the appropriate regulatory signage are contained in the Transportation Services Division Operating Budget.

Recommendations:

It is recommended that:

- (1) an all-way stop condition be installed at the intersection of Old Mill Drive and Catherine Street as the warrants are satisfied; and
- (2) the appropriate City officials be authorized and directed to take the necessary action to give effect thereto, including the introduction in Council of any bills that may be required.

Comments:

Councillor Milzyn, Ward 5, on behalf of area residents, requested Transportation Services Division staff to investigate the feasibility of implementing an all-way stop condition at the intersection of Old Mill Drive and Catherine Street located in abutting Ward 13. This request was prompted due to the number of new developments in both Wards 5 and 13 adding to the increase of traffic volumes in the immediate area. As a result of the request, Transportation Services staff conducted a study in July 2005.

Old Mill Drive is a local road and operates two-way, northbound and southbound with a speed limit of 40 km/h. Catherine Street forms a “T” type intersection with Old Mill Drive and operates two-way, eastbound and westbound with a speed limit of 40 km/h. This intersection is controlled by a “Stop” sign for eastbound traffic on Catherine Street.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2003, disclosed one collision reported at the subject intersection.

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

Warrant “A”: Collision History

This warrant determines the average number of reported collisions per year over a three-year period of the type susceptible to correction by the use of all-way ‘Stop’ sign controls and where less restrictive measures have been tried and found inadequate. The warrant is met if the average number of collisions is greater than or equal to:

- (i) two for major roads considered as Local;
- (ii) three for major roads considered as Collector (AADT less than or equal to 6000); or
- (iii) four for other roads

	Year 1	Year 2	Year 3	Average	Warrant ‘A’ Met
Three-year period	2001	2002	2003		
No. of Collisions	0	0	1	0.3	NO

Warrant “B”: Traffic Volume

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	299	303	68/32
Warrant Requirements for Study Period Average	≥250	≥100	≥30/70 or ≤70/30

To warrant the installation of an all-way “Stop” sign control under Warrant “B”, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations:

- (a) “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”
- or
- (b) “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-Major/Minor Roads”

Our study results reveal, as outlined in the above table, that the warrant requirements under Warrant "A" are not achieved. However, the warrant criteria under Warrant "B" have been achieved.

In this regard, the subject intersection satisfies the operational elements for the implementation of an all-way stop control.

Conclusion:

To improve the regulation of traffic and to enhance pedestrian safety, it is recommended that "Stop" signs be installed for northbound and southbound traffic on Old Mill Drive at Catherine Street in order to create an all-way stop condition at the intersection. Further due to the geometric layout of the roadway and sight lines leading up to the subject intersection, that advance warning signs indicating "New Stop Sign Ahead" be erected at the time of installation to provide motorists with advance notice of this new traffic control.

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List of Attachments:

Attachment No. 1 Map