



**STAFF REPORT
ACTION REQUIRED**

Colville Road and Sheffield Street – All-Way Stop Control

Date:	August 13, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services Toronto - Etobicoke York District
Wards:	Ward 12 – York South-Weston
Reference Number:	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070105-to – AFS5671

SUMMARY

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

Although delegated authority has been granted for all-way stop controls, this matter requires the approval of City Council since Benton Road, Colville Road and Sheffield Street are transit routes. The Toronto Transit Commission (TTC) has been consulted and staff have not objected to the all-way stop.

RECOMMENDATIONS

Transportation Services recommend that City Council approve:

1. The installation of Stop signs for eastbound and westbound traffic on Colville Road and Sheffield Street.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$500.00

ISSUE BACKGROUND

At the request of Councillor Frank Di Giorgio, on behalf of area residents, Transportation Services staff investigated the feasibility of installing “Stop” signs for eastbound and westbound traffic on Colville Road and Sheffield Street.

COMMENTS

Colville Road is a local road operating two-way eastbound and westbound with a speed limit of 50 km/h and a road width of 10.1 metres. Sheffield Street is a collector road operating two-way with a speed limit of 50 km/h and road width of 10.4 metres intersecting with Colville Road.

A review of the Toronto Police Service collision records over a three-year period ending December 31, 2006, disclosed one collision at the subject intersection. A southbound vehicle lost control during inclement weather and collided into a utility pole.

Our study results reveal, as set in **Appendix A** attached, that the warrant requirements under Warrant "A" are not achieved. However, the warrant criteria under Warrant "B" are achieved. In this regard, the subject intersection satisfies the operational elements for the implementation of an all-way stop control.

To improve the regulation of traffic and to enhance pedestrian safety, it is recommended that "Stop" signs be installed on Colville Road at Sheffield Street, in order to create an all-way stop condition at the intersection.

As these are transit routes, TTC staff has been advised of these recommendations and have not objected to their implementation.

CONTACT

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SIGNATURE

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ATTACHMENTS

Appendix A
Attachment Nos. 1 & 2: Maps

APPENDIX A

The justification for the installation of an all-way stop control is based on the 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 6,000);
or
- (iii) four for other roads

	Year 1	Year 2	Year 3	Average	Warrant ‘A’ Met
Three-year period	2004	2005	2006		
Number of Collisions	1	0	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	362	250	59/41
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”