



STAFF REPORT ACTION REQUIRED

All-Way Stop Control – Old Mill Drive and Catherine Street

Date:	January 18, 2013
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 13 – Parkdale-High Park
Reference Number:	p:\2013\Cluster B\TRA\EtobicokeYork\eycc130020-to

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the installation of an all-way stop control at the intersection of Old Mill Drive and Catherine Street. A staff assessment has determined that the criteria for the installation of an all-way stop control are achieved at this intersection.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

1. The installation of an all-way stop control at the intersection of Old Mill Drive and Catherine Street.

Financial Impact

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

ISSUE BACKGROUND

Transportation Services investigated a request from an area resident, to review the traffic operations at the intersection of Old Mill Drive and Catherine Street. This request is the result of concerns with respect to safety at this location. A map of the area is Attachment 1.

COMMENTS

The intersection of Old Mill Drive and Catherine Street is located in the residential community north of Bloor Street West just east of the Humber River. This intersection has three approaches with a "Stop" sign control for eastbound motorists on Catherine Street. Old Mill Drive has a downward sloping grade from the north and the south approaches making the visibility at the intersection for eastbound Catherine Street motorists partially restricted.

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.

The justification for the installation of an all-way stop control is based on technical warrants adopted by Toronto City Council based on collision history and traffic volume. Based on the findings of our study, the intersection of Old Mill Drive and Catherine Street meet the necessary criteria for all-way stop controls. Our study results are summarized in Appendix A.

Toronto Police Service collision records for a three-year period ending December 31, 2011, indicate a good safety record with no reported collisions at the intersection of Old Mill Drive and Catherine Street.

To improve the management 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, an advance warning sign indicating "Stop Sign Ahead" would be erected permanently for southbound traffic to provide motorists with advance notice of this proposed traffic control device.

CONTACT

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SIGNATURE

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ATTACHMENTS

Appendix A
Attachment 1: Map

APPENDIX A

Warrants for All-way “Stop” Sign Control

Study location: Old Mill Drive and Catherine Street

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	262	91	65/35
Warrant Requirements for Study Period Average	<u>≥ 250</u>	≥ 100	$\geq 30/70$ or $\leq 70/30$

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

1. “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”
or
2. “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-Major/Minor Roads”