

## **Stop Control – Oswald Crescent at Wilfrid Avenue**

**Date:** October 6, 2016  
**To:** Toronto and East York Community Council  
**From:** Acting Director, Transportation Services, Toronto and East York District  
**Wards:** Ward 22, St. Paul's

### **SUMMARY**

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This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services is requesting approval to introduce stop control for eastbound Oswald Crescent at its intersection with Wilfrid Avenue to clearly establish right-of-way and enhance pedestrian, cyclist and vehicular safety.

### **RECOMMENDATIONS**

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The Acting Director, Transportation Services, Toronto and East York District recommends that:

1. Toronto and East York Community Council authorize stop control for eastbound traffic on Oswald Crescent at Wilfrid Avenue.

### **FINANCIAL IMPACT**

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All costs associated with the necessary signage installation are included within the Transportation Services 2017 Operating Budget estimates.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Wilfrid Avenue is a local north-south roadway operating with two-way traffic, a posted speed limit of 30 km/h and a pavement width of about 8.0 metres. Oswald Crescent intersects the west side of Wilfrid Avenue in a "T"-type intersection. Oswald Crescent is a local east-west roadway operating with two-way traffic, a posted speed limit of 30 km/h and a pavement width of about 8.5 metres. It is an uncontrolled intersection, as there are no traffic control devices assigning the right-of-way.

There is no TTC service provided at this intersection. Sidewalks are located on both sides of these roads. The land use in the vicinity is generally residential.

As there is no stop control at the subject intersection, right-of-way is determined as defined in the Ontario Highway Traffic Act, which stipulates that the "vehicle on the right" has the right-of-way when two vehicles arrive at the intersection at approximately the same time.

As per Provincial guidelines, stop sign control may be warranted where three or more right angle or turning collisions per year have occurred over a period of three years and other methods of reducing the collision experience have been considered and found to be inadequate. A review of the Toronto Police Service collision data for a three-year period ending December 31, 2015 disclosed that no collisions have been reported at this intersection. Accordingly, stop sign control is not warranted at this intersection.

Notwithstanding, the provincial guidelines state that "the use of stop signs should be considered at intersections where the application of the normal right hand rule or yield control would be unduly hazardous". Based on the current operational environment, the installation of an eastbound stop sign on Oswald Crescent at Wilfrid Avenue is recommended to resolve any potential right-of-way confusion that may occur. The installation of stop sign control on Oswald Crescent can be supported to enhance operational safety and prevent right-of-way conflicts from occurring. This installation will be consistent with the controls on Oswald Crescent at Manor Road East, where a stop sign control has been introduced for northbound traffic.

Councillor Josh Matlow has been advised of the recommendation of this staff report.

## **CONTACT**

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## **SIGNATURE**

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Dave Twaddle, C.E.T.  
Acting Director, Transportation Services  
Toronto and East York District

## **ATTACHMENTS**

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1. Drawing No. 421G-2281, dated October 2016

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