All-Way Stop Control: Collinson Boulevard and De Quincy Boulevard

<table>
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<tr>
<th>Date:</th>
<th>November 26, 2014</th>
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<tbody>
<tr>
<td>To:</td>
<td>North York Community Council</td>
</tr>
<tr>
<td>From:</td>
<td>Director, Transportation Services, North York District</td>
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<tr>
<td>Wards:</td>
<td>Ward 10 – York West</td>
</tr>
<tr>
<td>Reference Number:</td>
<td>p:/2015/ClusterB/TRA/NorthYork/ny15012</td>
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**SUMMARY**

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 install an all-way stop control at the intersection of Collinson Boulevard and De Quincy Boulevard. The warrants for an all-way stop control are satisfied. The additional stop signs on Collinson Boulevard will address right-of-way concerns and assist pedestrian crossings.

**RECOMMENDATIONS**

Transportation Services recommends that North York Community Council:

1. Approve the installation of an all-way stop control at the intersection of Collinson Boulevard and De Quincy Boulevard.

**Financial Impact**

All costs associated with the installation of an all-way stop control are included within the Transportation Services 2015 Operating Budget estimates.
ISSUE BACKGROUND

Transportation Services was requested by the Ward Councillor to review the feasibility of installing an all-way stop control at the intersection of Collinson Boulevard and De Quincy Boulevard.

COMMENTS

Collinson Boulevard and De Quincy Boulevard are both classified as local roads with a posted speed limit of 40 km/h. A municipal sidewalk is located on the east side of Collinson Boulevard and on the south side of De Quincy Boulevard east of Collinson Boulevard. There is no municipal sidewalk on De Quincy Boulevard west of Collinson Boulevard. Located on all four corners of the intersection are single family residential homes.

Currently, eastbound and westbound traffic on De Quincy Boulevard is required to stop, and northbound and southbound traffic on Collinson Boulevard is free flow. Northbound traffic is required to stop at the intersection of Collinson Boulevard and Invermay Avenue, which is approximately 90 metres to the north and southbound traffic is required to stop at Collinson Boulevard and Allingham Gardens, which is approximately 180 metres to the south of this subject intersection. It should be noted that both of these intersections are in fact signed as all-way stop controls.

To assess the existing traffic conditions at the intersection of Collinson Boulevard and De Quincy Boulevard, this Division recently conducted an all-way stop study.

The results of the study are as follows:

<table>
<thead>
<tr>
<th>Collinson Boulevard &amp; De Quincy Boulevard</th>
<th>Actual</th>
<th>Required</th>
<th>Satisfied (YES/NO)</th>
</tr>
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<tbody>
<tr>
<td>A Collision History</td>
<td>8/3 yrs</td>
<td>6/3 yrs</td>
<td>YES</td>
</tr>
<tr>
<td>B1 Total Vehicle Volumes</td>
<td>356</td>
<td>250/avg hr</td>
<td>YES</td>
</tr>
<tr>
<td>B2 Combined Vehicle &amp; Pedestrian Volumes</td>
<td>99</td>
<td>100/avg hr</td>
<td>NO</td>
</tr>
<tr>
<td>Crossing Major Road</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B3 Percentage of Traffic on Major Road</td>
<td>70</td>
<td>&lt; 70</td>
<td>YES</td>
</tr>
<tr>
<td>Overall Warrant</td>
<td></td>
<td></td>
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</table>

In order for the all-way stop "Overall Warrant" to be warranted either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved.

The results of the all-way stop study conclude that the warrants for the installation of an all-way stop control were satisfied given that the Collision History (8) and Total Vehicle Volumes (356) exceeded the required threshold.
A review of Toronto Police Services collision records for the three-year period ending December 31, 2013 revealed that there have been eight (8) collisions at the intersection of Collinson Boulevard and De Quincy Boulevard. A closer examination of the data indicates that there were five (5) collisions in 2013, which has resulted in the collision warrant being met. Previous studies did not indicate that there was a collision pattern that needed to be addressed.

Staff observations have confirmed that while there is not a heavy volume of pedestrian traffic crossing the intersection, motorists travelling eastbound and westbound along De Quincy Boulevard did not stop at the stop control, which may explain the increase in collisions for 2013. Motorist and pedestrian sightlines were found to be clear and unobstructed for all approaches.

The installation of all-way stop control would not negatively impact the pattern of traffic in the area and would facilitate a protected crossing for pedestrians crossing the intersection and would address the right-of-way concerns at this location.

The Ward Councillor supports the recommendation of this staff report.

CONTACT

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SIGNATURE

_____________________________________
Jacqueline White, P. Eng.
Director

ATTACHMENTS

Attachment 1: Map – All-Way Stop Control: Collinson Blvd at De Quincy Blvd