

All-way Stop Control - Mutual Street and Wood Street

Date: August 28, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 13, Toronto Centre

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 staff have reviewed the need for all-way stop control at the intersection of Mutual Street and Wood Street, to address residents' safety concerns. Our assessment indicates the criteria as set out in the all-way stop warrant has not been satisfied at this intersection. Therefore, all-way stop control should not be installed at the intersection of Mutual Street and Wood Street.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services, recommends that:

1. Toronto and East York Community Council not authorize the installation of all-way stop control at the intersection of Mutual Street and Wood Street.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

At the request of Councillor Kristyn Wong-Tam, on behalf of area residents, Transportation Services reviewed the feasibility of implementing all-way stop control at the intersection of Mutual Street and Wood Street.

Existing Conditions

Mutual Street, between Maitland Street and Carlton Street, is classified as a local road and operates one-way southbound. It has a pavement width of about 5.7 metres, a posted speed limit of 30 km/h and sidewalks on both sides.

Wood Street, between Church Street and Mutual Street, is classified as a local road and operates two-way traffic. It has a pavement width of about 8.7 metres, a posted speed limit of 30 km/h and sidewalks on both sides.

Wood Street and Mutual Street form a "T" type intersection. Currently, eastbound traffic on Wood Street is required to stop and southbound traffic on Mutual Street is free-flow.

Analysis

Transportation Services evaluated this intersection against the criteria governing the installation of stop signs which encompasses factors such as right-of-way conflicts, vehicular and pedestrian usage of the intersection, physical and geometric configuration, surrounding area traffic control and collision experience.

Collision statistics provided by Toronto Police Service for the three-year period ending December 31, 2018 disclosed that no collisions have been reported at the intersection of Mutual Street and Wood Street.

The results of the all-way stop control warrant study taking into account the new Vision Zero 2.0 warrants at the intersection of Mutual Street and Wood Street have been summarized in the following table:

Warrant A: Collision History	Warrant B-1A: Total Approach Vehicular Volume	Warrant B-1B: Combined Crossing Volume (Vehicles & Pedestrians)	Warrant B-2: Main Street/Side- Street Volume Split	All-Way Stop Warrants Satisfied (Yes/No)
Required: ≥2 Collisions/Year Actual: 0 Collisions/year (Not Met)	Required: 250 Vehicles/Hour Actual: 133 Vehicles/Hour (Not Met)	Required: 100 Units/Hour Actual: 73 Units/Hour (Not Met)	Required: ≤70%/30% Actual: 56%/44% (Met)	No

In order for the installation of all-way stop control to be warranted, Warrant A, Warrant B-1A or Warrant B-1B must be met in addition to Warrant B-2. Based on the above review, the technical warrants for the installation of all-way stop control at the intersection of Mutual Street and Wood Street are not satisfied, therefore, the requested installation of all-way stop control at this intersection is not recommended.

Councillor Kristyn Wong-Tam has been advised of the recommendation of this staff report.

CONTACT

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SIGNATURE

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ATTACHMENTS

1. Drawing No. 421G-3510, dated August 2019

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