

All-Way Stop Control - Orfus Road and Paul David Street

Date: December 10, 2019
To: North York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 8, Eglinton-Lawrence

SUMMARY

This staff report is about a matter for which 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 North York Community Council authorize the installation of all-way stop control at the intersection of Orfus Road and Paul David Street.

The installation of all-way stop control is justified and will clearly establish the right-of-way and enhance pedestrian and vehicular safety at this intersection.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that North York Community Council:

1. Authorize all-way stop control at the intersection of Orfus Road and Paul David Street.

FINANCIAL IMPACT

All costs associated with the necessary sign installations are included within the Transportation Services 2020 Interim Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services was requested by Councillor Mike Colle to review the need for all-way stop control at the intersection of Orfus Road and Paul David Street.

This section of Orfus Road is a 9 metre wide collector street, with a 40 km/h speed limit, and operates free flow at the intersection with Paul David Street. Paul David Street is an 8.5 metre wide local street, with a 50 km/h speed limit, and is stop controlled at the intersection. There is TTC bus service on Orfus Road. The existing land use within the immediate area of the intersection of Orfus Road and Paul David Street is primarily commercial. An-all-way stop control exists on Orfus Road at Dufflaw Road, 140 metres west of Paul David Street, as well as on Paul David Street at Bentworth Avenue, 160 metres north of Orfus Road.

A review of the Toronto Police Service collision records for the three-year period ending July 30, 2019, revealed that seven collisions were reported at the intersection of Orfus Road and Paul David Street. Six of these collisions were of a type susceptible to correction by the installation of all-way stop control. One collision involved a pedestrian that was struck by an eastbound left-turning motorist. The pedestrian sustained minor injuries and the motorist was charged with making an unsafe lane change.

The intersection of Orfus Road and Paul David Street was evaluated against the warrants for all-way stop control adopted by City Council. The warrant consists of four components: collision history; vehicle volume; combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

The warrant criteria was applied against vehicle and pedestrian counts completed on March 15, 2019 during a.m. and p.m. peak periods, respectively, and the collision history. The results of the warrant analysis are summarized in the following table:

Table 1: All-Way Stop Control at Orfus Road and Paul David Street

	Warrant Criteria	Actual	Required	Satisfied (YES/NO)
A	Number of Potentially Preventable Collisions (Aug. 1, 2016 to Jul. 30, 2019)	6	6	Yes
B1	Average Vehicle Volume	862/hr	500/hr	Yes
B2	Combined Vehicle & Pedestrian Volume Crossing Major Street (Average) ***	338/hr	150/hr	Yes
B3	Percentage of Traffic on Major Street***	62%	≤70%	Yes
	Overall Warrant			Yes

***New Pedestrian Warrant numbers used as adopted by City Council on July 16, 2019 in the Vision Zero 2.0 report

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be met. Based on the study results shown in the table above, all-way stop control is warranted. Therefore, all-way stop control at the intersection of Orfus Road and Paul David Street is recommended.

The Ward Councillor has been advised of the recommendation of this staff report.

CONTACT

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SIGNATURE

Roger Browne, M.A.Sc., P.Eng
Acting Director, Traffic Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - Proposed All-Way Stop Control - Orfus Road and Paul David Street

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