

All-Way Stop Control - McGrath Court and Tilley Drive

Date: April 29, 2021

To: Scarborough Community Council

From: Acting Director, Traffic Management, Transportation Services

Wards: Ward 25, Scarborough-Rouge Park

SUMMARY

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

Transportation Services has reviewed the need for all-way stop control at the intersection of McGrath Court and Tilley Drive. Based on the assessment undertaken, Transportation Services does not recommend the installation of all-way stop control at this intersection as the warrant criteria was not met.

RECOMMENDATIONS

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

1. Scarborough Community Council not authorize all-way compulsory stop control at the intersection of McGrath Court and Tilley Drive.

FINANCIAL IMPACT

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

If Scarborough Community Council amends the recommendation in this report and authorizes the installation of all-way stop control, the estimated cost associated with the amendment is approximately \$12,000. Funding would be subject to availability and competing priorities within the Transportation Services 2021 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

At the request of the Ward Councillor, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of McGrath Court and Tilley Drive.

Transportation Services is unable to provide updated traffic counts due to atypical COVID traffic volumes and do not expect that the traffic patterns have changed in any significant way since 2014. The Ward Councillor has requested Transportation Services to proceed with this report based on the best currently available data from 2014.

Existing Conditions

McGrath Court is characterized by the following conditions:

- It is a two-lane, east-west local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The unposted regulatory speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service
- There are sidewalks located on both sides of the street
- The land use in this area are single family residential dwellings

Tilley Drive is characterized by the following conditions:

- It is a two-lane, north-south and east-west local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The unposted regulatory speed limit is 50 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service
- There are sidewalks located on both sides of the street
- The land use in this area are single family residential dwellings

These two streets intersect to form a "T" type intersection. McGrath Court is on the west side of the intersection. Tilley Drive is on the south side and east side of the intersection. The right-of-way is controlled by a stop sign for northbound traffic on Tilley Drive (south leg).

A map of the area is included in Attachment 1.

Study Results

In order for all-way stop control to be warranted at an intersection, established criteria must be satisfied. The warrants consist of four components, including: collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

Collision history provided by the Toronto Police Service for the three-year period ending December 31, 2020, disclosed that zero reported collisions occurred at this intersection.

Transportation Services conducted an all-way stop control study on Tuesday, September 16, 2014 at the subject intersection. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Table 1.

Table 1: All-Way Stop Control Study at McGrath Court and Tilley Drive

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (2011 to 2013)	0	6	No
B1	Average Vehicle Volumes	38/hour	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)*	16/hour	100/hour	No
B3	Percentage of Traffic on Major Street*	61%	≤70%	Yes

*New pedestrian warrants applied as adopted by City Council on July 16, 2019 in the Vision Zero 2.0 report.

In order for all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 and B2, or B1 and B3 must be met. Based on the study results, the technical warrants for the installation of all-way stop control are not satisfied. Therefore, it is not recommended that all-way stop control be installed at the intersection of McGrath Court and Tilley Drive.

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 - All-Way Stop Control - McGrath Court and Tilley Drive

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