

## **All-Way Stop Control - Mill Street and Rolling Mills Road**

**Date:** April 11, 2025

**To:** Toronto and East York Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 10, Spadina-Fort York; Ward 13, Toronto Centre

### **SUMMARY**

---

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

Transportation Services is requesting approval to install all-way stop control at the intersection of Mill Street and Rolling Mills Road. Based on the assessment undertaken, the installation of all-way stop control is recommended and should enhance safety for all road users.

### **RECOMMENDATIONS**

---

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize all-way compulsory stop control at the intersection of Mill Street and Rolling Mills Road.

### **FINANCIAL IMPACT**

---

The estimated costs associated with the proposed amendment is \$1,500.00. Funding is anticipated to be available within the Transportation Services 2025 Operating and Capital Budgets.

### **DECISION HISTORY**

---

This report addresses a new initiative.

## COMMENTS

---

At the request of a resident through 311, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of Mill Street and Rolling Mills Road.

### Existing Conditions

Mill Street is characterized by the following conditions:

- It is a two-lane, east-west roadway
- The road classification is pending
- It operates two-way traffic on a pavement width of approximately 9.8 metres
- Bicycle lanes are located on the south side of the street
- The daily two-way traffic volume is approximately 2,900 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is Toronto Transit Commission (TTC) service provided by the 121 Esplanade-River bus
- There are sidewalks located on both sides of the street

Rolling Mills Road is characterized by the following conditions:

- It is a two-lane, north-south roadway
- The road classification is pending
- It operates two-way traffic on a pavement width of approximately 8.4 metres
- The daily two-way traffic volume is approximately 1,200 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

These two streets intersect to form a "T" type intersection, with right-of-way controlled by a stop sign for southbound traffic on Rolling Mills Road.

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, 2024, disclosed that one reported collision occurred at this intersection. This collision did not involve a pedestrian or cyclist and was not considered potentially preventable by the installation of all-way stop control.

Transportation Services conducted an all-way stop control study on December 11, 2024, 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 Mill Street and Rolling Mills Road

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (January 1, 2022, to December 31, 2024)	0	9	No
B1	Average Vehicle Volumes	275/hour	375/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	199/hour	150/hour	Yes
B3	Percentage of Traffic on Major Street	53%	≤70%	Yes

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 achieved. Based on the study results, the technical warrants for the installation of all-way stop control are satisfied. Therefore, it is recommended that all-way stop control be installed at the intersection of Mill Street and Rolling Mills Road.

The Ward Councillors have been advised of the recommendation of this staff report.

## **CONTACT**

---

Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services  
416-397-5021 [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

---



for

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

## **ATTACHMENTS**

---

Attachment 1: Map - All-Way Stop Control - Mill Street and Rolling Mills Road

Attachment 1: Map - All-Way Stop Control - Mill Street and Rolling Mills Road

