

All-Way Stop Control - Various Locations in Ward 13

Date: February 2, 2026

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: 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 following intersections:

- Front Street East and Cooperage Street
- Front Street East and Tannery Road
- Rolling Mills Road and Palace Street

Based on the assessment undertaken, the installation of all-way stop controls are recommended and should enhance safety for all road users.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Toronto and East York Community Council authorize all-way compulsory stop control at the intersection of Front Street East and Cooperage Street.
2. Toronto and East York Community Council authorize all-way compulsory stop control at the intersection of Front Street East and Tannery Road.
3. Toronto and East York Community Council authorize all-way compulsory stop control at the intersection of Rolling Mills Road and Palace Street.

FINANCIAL IMPACT

The estimated costs associated with the proposed amendments, including signage, pavement markings and depressed curbs will be \$78,500.00. Funding is anticipated to be available within the Transportation Services 2026 Interim Operating and Capital Budgets.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

At the request of area residents through 311, Transportation Services investigated the feasibility of installing all-way stop control at the following intersections:

- Front Street East and Cooperage Street
- Front Street East and Tannery Road
- Rolling Mills Road and Palace Street

Existing Conditions

Front Street East and Cooperage Street

Front Street East is characterized by the following conditions:

- It is a two-lane, east-west roadway
- Its road classification is pending
- It operates two-way traffic on a pavement width of approximately 8 metres
- The daily two-way traffic volume is approximately 4,000 vehicles
- The speed limit is 40 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

Cooperage Street is characterized by the following conditions:

- It is a two-lane, north-south roadway
- Its road classification is pending
- It operates two-way traffic on a pavement width of approximately 6.5 metres
- The daily two-way traffic volume is approximately 900 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

Front Street East and Cooperage Street intersect to form a right-angle four-leg intersection, with right-of-way controlled by stop signs for northbound and southbound traffic on Cooperage Street.

Front Street East and Tannery Road

Tannery Road is characterized by the following conditions:

- It is a two-lane, north-south roadway
- Its road classification is pending
- It operates two-way traffic on a pavement width of approximately 6.5 metres
- The daily two-way traffic volume is approximately 700 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

Front Street East and Tannery Road intersect to form a right-angle four-leg intersection, with right-of-way controlled by stop signs for northbound and southbound traffic on Tannery Road.

Rolling Mills Road and Palace Street

Rolling Mills Road is characterized by the following conditions:

- It is a two-lane, north-south roadway
- Its road classification is pending
- It operates two-way traffic on a pavement width of approximately 8 metres
- The daily two-way traffic volume is approximately 2,600 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

Palace Street 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 8.2 metres
- The daily two-way traffic volume is approximately 1,000 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

Rolling Mills Road and Palace Street intersect to form a right-angle four-leg intersection, with right-of-way controlled by stop signs for eastbound and westbound traffic on Palace Street.

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.

Front Street East and Cooperage Street

Collision history provided by the Toronto Police Service for the three-year period ending November 30, 2025, disclosed that six reported collisions occurred at this intersection and none of these collisions involved pedestrians. One of these collisions was considered potentially preventable by the installation of all-way stop control.

Transportation Services conducted an all-way stop control study on October 15, 2025 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 Front Street East and Cooperage Street

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (November 2022 to November 2025)	1	9	No
B1	Average Vehicle Volumes	338/hour	375/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	206/hour	150/hour	Yes
B3	Percentage of Traffic on Major Street	58%	≤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 Front Street East and Cooperage Street.

Front Street East and Tannery Road

Collision history provided by the Toronto Police Service for the three-year period ending November 30, 2025, disclosed that one reported collision occurred at this intersection and this collision did not involve a pedestrian. This collision was considered potentially preventable by the installation of all-way stop control.

Transportation Services conducted an all-way stop control study on October 15, 2025, 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 2.

Table 2: All-Way Stop Control Study at Front Street East and Tannery Road

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (November 2022 to November 2025)	1	9	No
B1	Average Vehicle Volumes	234/hour	375/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	185/hour	150/hour	Yes
B3	Percentage of Traffic on Major Street	50%	≤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 Front Street East and Tannery Road.

Rolling Mills Road and Palace Street

Collision history provided by the Toronto Police Service for the three-year period ending November 30, 2025, disclosed that two reported collisions occurred at this intersection and none of these collisions involved pedestrians. None of these collisions were considered potentially preventable by the installation of all-way stop control.

Transportation Services conducted an all-way stop control study on July 22, 2025, 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 3.

Table 3: All-Way Stop Control Study at Rolling Mills Road and Palace Street

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (November 2022 to November 2025)	0	6	No
B1	Average Vehicle Volumes	273/hour	250/hour	Yes
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	118/hour	100/hour	Yes
B3	Percentage of Traffic on Major Street	64%	≤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 Rolling Mills Road and Palace Street.

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

CONTACT

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SIGNATURE

Mike Barnet, P. Eng.
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ATTACHMENTS

Attachment 1: Map - All-Way Stop Control - Front Street East at Cooperage Street and Tannery Road, Rolling Mills and Palace Street

Attachment 1: Map - All-Way Stop Control - Front Street East at Cooperage Street and Tannery Road, Rolling Mills and Palace Street

