



## STAFF REPORT ACTION REQUIRED

### Westmore Drive and Carrier Drive – All-Way Stop Control

<b>Date:</b>	July 26, 2008
<b>To:</b>	Etobicoke York Community Council
<b>From:</b>	Director, Transportation Services - Etobicoke York District
<b>Wards:</b>	Ward 1 – Etobicoke North
<b>Reference Number:</b>	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080112-to

#### SUMMARY

This staff report is about a matter for which the community council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend the installation of an all-way stop control at the intersection of Westmore Drive and Carrier Drive. The stop signs will enhance traffic management and traffic safety for all road users at this location.

#### RECOMMENDATIONS

**Transportation Services recommends that Etobicoke York Community Council approve:**

1. The installation of an all-way stop control at the intersection of Westmore Drive and Carrier Drive.

#### Financial Impact

Type of Funding	Source of Funding	Amount
Available within current budget	Transportation Services Operating Budget	\$ 700.00

#### ISSUE BACKGROUND

At the request of Councillor Suzan Hall, Ward 1, Etobicoke North, Transportation Services staff conducted numerous studies at the intersection of Westmore Drive and Carrier Drive both during the weekday and on the weekends. A map of the area is Attachment No. 1.

## **COMMENTS**

According to the City of Toronto's road classification system, both Westmore Drive and Carrier Drive are classified as 'collector' roadways. The statutory speed limit is 50 km/h for both Westmore Drive and Carrier Drive. This intersection is controlled by a 'Stop' sign on Carrier Drive facing eastbound traffic. The adjacent land uses in this area include industrial/commercial properties, and the Sikh Spiritual Centre. There is also a Flea-Market north of this intersection at 8 Westmore Drive which generates both vehicular and pedestrian traffic in the area.

Eight-hour studies were conducted over the weekend (Saturday and Sunday). The traffic volume for the peak four hours was applied to the all-way stop control warrant. This was recognizing the traffic volume requirements for a collector road and that there is a difference in traffic volumes on the weekend compared with the weekday.

To satisfy the warrant, both warrant 1 a) and b), (total volume and vehicular and pedestrian volume crossing the major road) as well as warrant 2 (vehicle volume split) must be achieved. During our Sunday study, while warrant 1 a), and warrant 1 b) were achieved, warrant 2 was not achieved at the intersection of Westmore Drive and Carrier Drive.

Despite the warrant requirements not quite being fully achieved, during the peak hours on the weekend, we did notice a fairly lengthy queue of motorists on Carrier Drive who were waiting for a gap in traffic to access Westmore Drive. Based on the nature of this area, with a spiritual centre on the southwest corner, and the Flea-Market to the north, the intersection volumes can fluctuate significantly during certain hours, especially as traffic leaves following worship services. This results in a period of congestion at this intersection during the afternoon hours on both Saturday and Sunday.

A review of the collision history reveals, during the past three years for which we have complete data, January 1, 2005 to December 31, 2007, there have been three reported collisions that would be considered preventable, with the installation of an all-way stop control. There were no pedestrians involved.

Given all of the foregoing, an all-way stop control is recommended to improve traffic flow and safety at this intersection.

**CONTACT**

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**SIGNATURE**

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John Niedra, P.Eng.

Director, Transportation Services - Etobicoke York District

**ATTACHMENTS**

Attachment No 1: Map

Appendix A

## APPENDIX A

### Warrants for All-way “Stop” Sign Control

Study location: Westmore Drive and Carrier Drive

Four-Hour Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	710	150	83/17
Warrant Requirements for Study Period Average	≥500	≥150	≥30/70 or ≤70/30

To warrant the installation of an all-way stop control, the traffic volume requirements for the “Study Period Average” must be completely satisfied in either of the following two combinations:

1. “Total Approach Vehicle Volume” & “Unit Volume Split – Major/Minor Roads”  
or
2. “Vehicle/Pedestrian Volume Crossing Major Road” & “Unit Volume Split-Major/Minor Roads”