



STAFF REPORT ACTION REQUIRED

Newcastle Street and Windsor Street – All-Way Stop Control

Date:	July 26, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 6 – Etobicoke-Lakeshore
Reference Number:	p:\2008\Cluster B\TRA\EtobicokeYork\eycc080109-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 Newcastle Street and Windsor Street. The stop signs will enhance traffic management and traffic safety for all road users at this location.

RECOMMENDATIONS

Transportation Services recommends that The Etobicoke York Community Council approve:

1. The installation of an all-way stop control at the intersection of Newcastle Street and Windsor Street as the requirements for the All-Way Stop Control Warrant are achieved.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$600.00

ISSUE BACKGROUND

At the request of Councillor Mark Grimes, on behalf of area businesses and residents, Transportation Services staff investigated the feasibility of implementing an all-way stop control at the intersection of Newcastle Street and Windsor Street. A map of the area is Attachment No. 1.

COMMENTS

Newcastle Street and Windsor Street are local roads located east of Royal York Road and north of the Canadian National Railway tracks. Stop controls are currently located at the north and south approaches of the intersection of Windsor Street at Newcastle Street.

The speed limit on both Windsor Street and Newcastle Street is 50 km/h.

Land-use in the area is primarily industrial. A new town-house development is located on the south side of Newcastle Street between Royal York Road and Windsor Street.

The Mimico GO Train station and parking lot are located in the immediate area, south of the intersection of Newcastle Street and Windsor Street. Access to the station and parking lot is via Windsor Street, at the south limit of the road.

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council. Our study results and the all-way stop control warrant are summarized in Appendix A.

As outlined in Appendix A, the warrant requirements for the introduction of all-way stop controls are achieved at the intersection of Newcastle Street and Windsor Street.

Furthermore, staff conducted a review of the Toronto Police Service collision records for the past three years (January 1, 2005 and December 31, 2007) for which we have complete data. The results of this review indicate that there have been three reported collisions at the intersection of Newcastle Street and Windsor Street that would be considered susceptible to correction by an all-way stop control.

Based on the full compliance of the all-way stop warrants and the collision history, staff recommends that an all-way stop control be approved for installation at the intersection of Newcastle Street and Windsor Street. The proposed stop signs will enhance traffic safety and operations at this location.

CONTACT

Darryl Olsen, Traffic Operations - Etobicoke York District

Tel: (416) 394-8414; Fax: (416) 394-8942

e-mail: dolsen@toronto.ca

AFS#8215

SIGNATURE

John Niedra, P.Eng.

Director, Transportation Services-Etobicoke York District

ATTACHMENTS

Appendix A

Attachment No. 1: Map

Appendix A

Study Location: Newcastle Street (major) and Windsor Street (minor)

Date: Thursday May 29, 2008

Four-Hour Study Period 7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m.	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
Study Period Average	261	107*	61/39
Warrant Requirements for Study Period	≥ 250	≥ 100	$\geq 30/70$ or $\leq 70/30$

* An average of 14 pedestrians per hour crossed the major road (Newcastle Street)

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”.