TORONTO

STAFF REPORT
ACTION REQUIRED

Academy Road and Chantilly Gardens - All-Way Stop Control

Date:	July 29, 2011
To:	Etobicoke York Community Council
From:	Acting Director, Transportation Services - Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	p:\2011\Cluster B\TRA\EtobicokeYork\eycc110116-to

SUMMARY

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

The purpose of this report is to present the results of a study regarding the installation of an all-way stop control at the intersection of Academy Road and Chantilly Gardens. A staff assessment concludes that the criteria for installing an all-way stop at this location are not achieved.

RECOMMENDATIONS

Transportation Services recommends that:

1. Etobicoke York Community Council not approve the installation of all-way stop controls at the intersection of Academy Road and Chantilly Gardens.

Financial Impact

There are no financial implications resulting from the adoption of this report.

ISSUE BACKGROUND

The Ward Councillor, on behalf of area residents, requested that Transportation Services staff install an all-way stop control at the intersection of Academy Road and Chantilly Gardens. A map of the area is Attachment 1.

COMMENTS

Academy Road and Chantilly Gardens are classified as “local” roads with legal speed limits of 40 km/h. Chantilly Gardens, meets Academy Road forming a three-way intersection, with the stop control on Chantilly Gardens for westbound traffic. Traffic calming (speed humps) exist on Academy Road.

The justification for installing an all-way stop control is based on a technical warrant adopted by Toronto City Council. The warrant is based on collision history and traffic volume. Our study results are summarized in Appendix A. The technical warrants for all-way stop controls are not met at this location, and no vehicle or pedestrian conflicts were observed during our study.

A review of the Toronto Police Service collision records for this intersection show no reported incidents over the three-year period ending on December 31, 2010.

We wish to emphasise that stop controls define right-of-way. Empirical evidence shows that all-way stop controls, especially when installed at low volume locations such as this, have little significant impact on vehicle operating speeds or traffic volume on either side of the control, encourage non-compliance, waste fuel and increase vehicle noise and emissions.

Based on the foregoing, we do not recommend installing all-way stop controls at this intersection. However, during our investigation staff did observe that the sightlines for motorists on Chantilly Gardens are restricted by tree branches from a tree on the southeast corner. These sightlines can be improved at this location by trimming the lower branches of the tree, and will be requested.

CONTACT

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SIGNATURE

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Steven T. Kodama, P.Eng.
Acting Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix A:	Warrant for All-Way "Stop" Sign Control
Attachment 1:	Map

APPENDIX A

Warrant for All-Way Stop Control

Study location: Academy Road and Chantilly Gardens (minor street)

Study Date – Oct 14, 2011

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
7:30 a.m. to 8:30 a.m.	24	1	96/4
8:30 a.m. to 9:30 a.m.	36	8	78/22
4:00 p.m. to 5:00 p.m.	28	3	90/10
5:00 p.m. to 6:00 p.m.	30	6	81/19
Study Period Average	***30***	***5***	***85/15***
Warrant Requirements For Study Period Average	*≥ 250*	*≥ 100*	*≥ 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 of the above three categories:

1. **"Total Approach Vehicle Volume"** and **"Unit Volume Split – Major/Minor Roads"**

Or

2. **"Vehicle/Pedestrian Volume Crossing Major Road"** and **"Unit Volume Split - Major/Minor Roads"**