Stop Control – Chestnut Lane and Chestnut Hills Crescent

Date: July 8, 2014

To: Etobicoke York Community Council

From: Director, Transportation Services - Etobicoke York District

Wards: Ward 4 – Etobicoke Centre

Reference Number: p:\2014\Cluster B\TRA\EtobicokeYork\eycc140110-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 recommend the installation of a stop control on Chestnut Lane at Chestnut Hills Crescent. This intersection is currently uncontrolled and the installation of a stop control will define the right-of-way, enhancing traffic management and safety at this location.

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

1. The installation of a stop control for eastbound traffic on Chestnut Lane at the intersection of Chestnut Hills Crescent.

Financial Impact

<table>
<thead>
<tr>
<th>Type of Funding</th>
<th>Source of Funds</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Available within current budget</td>
<td>Transportation Services Operating Budget</td>
<td>$200.00</td>
</tr>
</tbody>
</table>
ISSUE BACKGROUND

Transportation Services received a request from an area resident to determine if traffic control measures are required at the intersections of Chestnut Lane and Chestnut Hills Crescent. Currently, this intersection is an uncontrolled “T” type intersection. A map of the area is Attachment 1.

COMMENTS

Chestnut Lane and Chestnut Hills Crescent are located in the residential community north of Dundas Street West, east of Islington Avenue. This intersection is a “T” type intersection. This intersection is currently uncontrolled and since there are no traffic control devices at this intersection, right-of-way is determined by the basic right-of-way rule. The rule, as stated in section 135, sub-sections (2) & (3) of the Highway Traffic Act, is “every driver approaching an intersection shall yield the right-of-way to any vehicle in the intersection that has entered from an intersecting highway” and “when two vehicles enter the intersection from intersecting highways at approximately the same time, the driver on the left shall yield the right-of-way to the vehicle on the right”.

Our review of the Toronto Police Services collision records for the past three years for which we have complete data (January 1, 2011 to December 31, 2013) for Chestnut Hills Crescent and Chestnut Lane which revealed one reported collision. However, this collision would not be considered preventable with the installation of a stop control.

To assess traffic conditions, observations were conducted during the morning peak in which all movements were recorded. Based on the traffic and pedestrian volumes entering the intersection, and the results of our observations, it is concluded that some form of traffic control is required at the intersection to avoid potential conflicts and to more clearly define right-of-way.

Turning Movement Count Summary

<table>
<thead>
<tr>
<th>Time</th>
<th>Chestnut Lane (eastbound)</th>
<th>Chestnut Hills Crescent (northbound)</th>
<th>Chestnut Hills Crescent (Southbound)</th>
<th>Total Vehicle Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>8:00 a.m. to 9:00 am</td>
<td>6</td>
<td>147</td>
<td>138</td>
<td>291</td>
</tr>
</tbody>
</table>

Considering the sightlines from all approaches, the vehicle and pedestrian usage of the intersections, we have determined that a stop sign for eastbound traffic on Chestnut Lane and Chestnut Hills Crescent is the most appropriate for traffic control.
CONTACT

Kevin Akins-Etobicoke York District
Tel: (416) 394-6046; Fax: (416) 394-8942
E-mail: krakins@toronto.ca
AFS20132

SIGNATURE

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

ATTACHMENTS

Attachment 1: Map