

All-Way Stop Control – Walwyn Avenue and Chantilly Gardens

Date: January 22, 2019
To: Etobicoke York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 5 – York South-Weston

SUMMARY

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

This report presents the results of staff's investigation on a traffic study conducted at the intersection of Walwyn Avenue and Chantilly Gardens to determine the feasibility for all-way stop controls. Based on the study results, all-way stop control is not recommended at this intersection as the City's warrant for the installation of all-way stop controls is not met.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services recommends that:

1. Etobicoke York Community Council NOT approve an all-way stop control at the intersection of Walwyn Avenue and Chantilly Gardens.

FINANCIAL IMPACT

Adopting the above-noted recommendation does not result in any financial impact; however, if Etobicoke York Community Council decides to approve the installation of an all-way stop control, the estimated cost for the installation of the signage is \$800.00. These funds are available in the Transportation Services 2019 interim Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services received a request from the ward Councillor on behalf of area residents, to investigate the feasibility of installing an all-way stop control at the intersection of Walwyn Avenue and Chantilly Gardens. A map of the area is Attachment 1.

Walwyn Avenue and Chantilly Gardens are two-lane roads classified in the City's Road Classification System as "Local" roadways. Sidewalks do not exist on either side of the road for both streets. The legal posted speed limit on Walwyn Avenue and Chantilly Gardens is 40 km/h. Stop controls are located on the east and west approaches of Chantilly Gardens.

To address the request for additional stop controls at the intersection, a four-hour turning movement count was conducted during the morning and afternoon peak traffic periods on Wednesday, October 17, 2018. The justification for the installation of an all-way stop control is subject to a technical warrant adopted by Toronto City Council, which is based on collision history and traffic volume. Based on the findings of our studies, the intersection of Walwyn Avenue and Chantilly Gardens does not meet the warrant criteria for an all-way stop control. Our studies results are summarized in Attachment 2.

Toronto Police Service collision records for a three-year period (January 1, 2015 – December 31, 2017) for which we have complete data revealed a good safety record with no reported collisions at the intersection.

It should be noted that we did not observe any confusion or ambiguity on the part of both vehicles and pedestrians travelling within the intersection of Walwyn Avenue and Chantilly Gardens.

We wish to emphasise that stop controls define right-of-way. Empirical evidence shows that when all-way stop controls are installed at low volume locations such as this, they have minimal impact on reducing vehicle operating speeds or traffic volume, may encourage non-compliance, and will contribute to an increase in greenhouse gas emissions (GHG) and vehicle noise.

Based on the non-compliance of the warrant, staff does not recommend installing an all-way stop control at the intersections of Walwyn Avenue and Chantilly Gardens.

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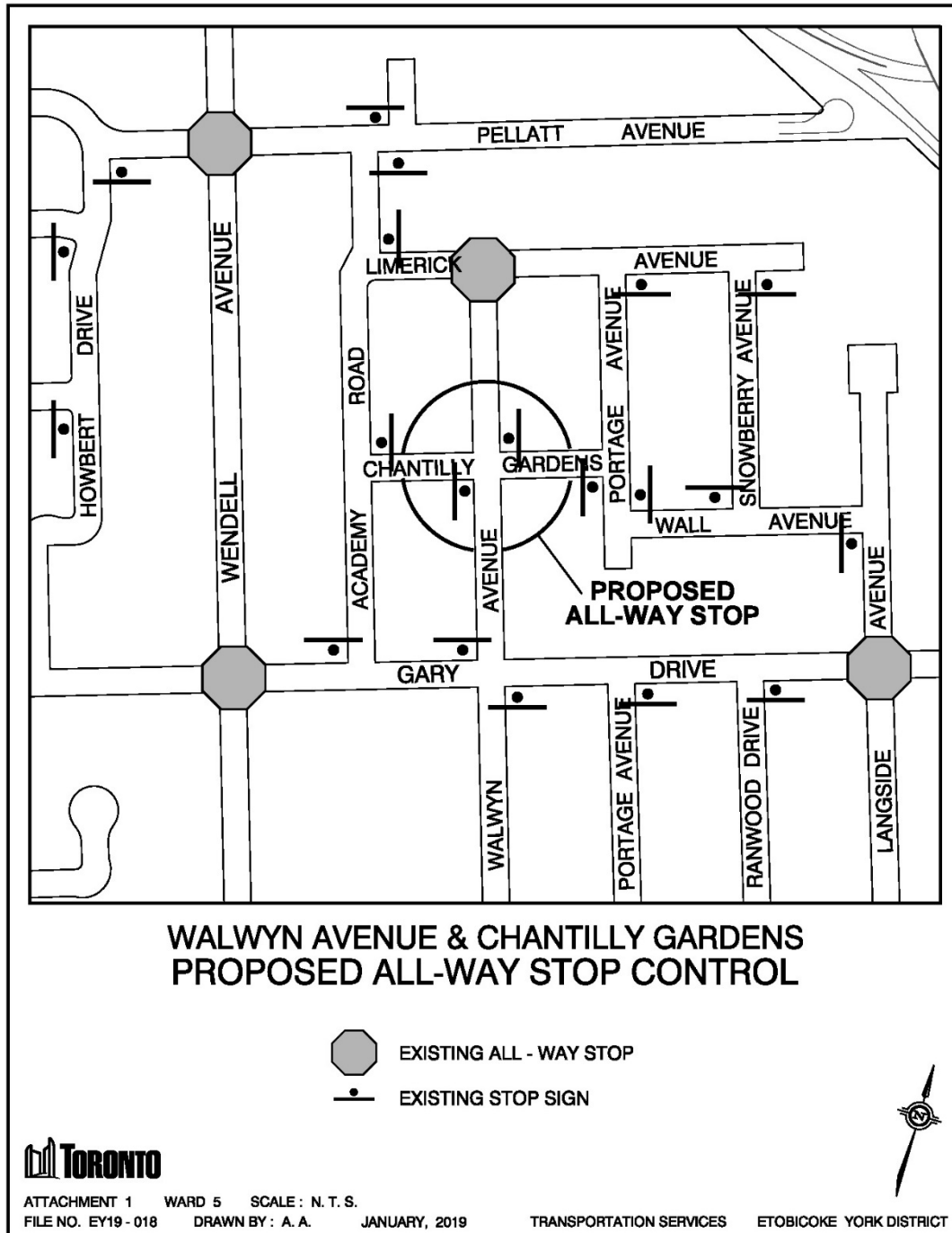
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Roger Browne, M.A. Sc., P.Eng.
Acting Director, Traffic Management
Transportation Services

ATTACHMENTS

Attachment 1: Location Plan (Walwyn Avenue and Chantilly Gardens).
Attachment 2: Warrant for All-Way Stop Control (Walwyn Avenue and Chantilly Gardens).

Attachment 1: Location Map - Walwyn Avenue at Chantilly Gardens



Attachment 2 - Warrant for All-Way Stop Control

Study location: Walwyn Avenue and Chantilly Gardens

Study Date Wednesday, October 17, 2018

Four-Hour Study Period	Total Approach Vehicle Volume	Vehicle/Pedestrian Volume Crossing Major Road	Unit Volume Split Major/Minor Roads
7:00 a.m. to 8:00 a.m.	34	11	69/31
8:00 a.m. to 9:00 a.m.	43	18	61/39
4:00 p.m. to 5:00 p.m.	28	03	89/11
5:00 p.m. to 6:00 p.m.	46	11	78/22
Study Period Average	38	11	73/27
Warrant Requirements For Study Period Average	≥ 250	≥ 100	$\geq 30/70$ or $\leq 70/30$

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:

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

or

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