

Transportation Services
Enforcement & Street Management
Mike Barnet, P.Eng.
Director

703 Don Mills Rd, 4th floor
Toronto ON M3C 3N3

Tel: 416-397-5623
Mike.Barnet@toronto.ca

Date: March 13, 2026

To: North York Community Council

From: Director, Enforcement & Street Management

Re: **Frontenac Avenue and Chicoutimi Avenue All-way Stop Control | Motion Memorandum**

Ward: **Ward 8, Eglinton-Lawrence**

Transportation Services has been requested by a local councillor to provide recommended wording for recommendations they plan to present in a motion to North York Community Council. Staff request that this memorandum accompany the member's submission.

Summary

- Staff **support** the draft recommendations provided below
- Staff **do not support** the draft recommendations provided below
- Staff do not have sufficient data and/or time to determine if the draft recommendations provided below can be supported by staff, at this time.

Draft Recommendations:

1. North York Community Council authorize all-way compulsory stop control at the intersection of Frontenac Avenue and Chicoutimi Avenue.

In order for all-way stop control to be warranted at an intersection established criteria must be satisfied. Based on the assessment undertaken at the intersection on November 4, 2021, Transportation Services did not recommend the installation of all-way compulsory stop control at this intersection as the warrant criteria was not met.

The study results are summarized as follows:

Table 1: All Way Stop Control at Frontenac Avenue and Chicoutimi Avenue

Highland Crescent and Beechwood Avenue		Actual	Required	Satisfied (YES/NO)
A	Number of Potentially Preventable Collisions (Jan 1, 2023 to Dec. 31, 2025)	0	6	NO
B1	Average Vehicle Volumes	301/hr	250/hr	YES
B2	Combined Vehicle & Pedestrian Volume Crossing Major Street (Average)	74/hr	100/hr	NO
B3	Percentage of Traffic on Major Street	78	≤70	NO
Overall Warrant				NO

Also, there are many risks associated with the installation of unwarranted all way stop controls.

1. Increased Driver Non-Compliance - when drivers perceive the stop as unnecessary (e.g., low cross traffic), they often roll through or ignore the stop sign.
2. Higher Risk of Rear-End Collisions - frequent stopping can lead to unexpected braking, especially for drivers unfamiliar with the area, and rear-end collisions tend to increase.
3. Reduced Efficiency and Increased Delay - all-way stops force every vehicle to stop, even when no conflicting traffic exists. This creates unnecessary delay, especially during off-peak hours or on major roads with low cross traffic.
4. Increased risk for Pedestrians and Cyclists - drivers frustrated by unnecessary stops may behave aggressively and with poor compliance, reducing safety for vulnerable road users.

Cost

Staff have not been able to develop engineering estimates for this work but based on previous experience and similar work in the past, we expect the costs associated with approving the draft recommendation will be approximately \$1,000. As this work was not anticipated, it has not been specifically included in any approved budgets. Completion of the work would be subject to availability and competing priorities within future Transportation Services Operating Budget, unless a specific funding source is identified by the Councillor and approved by North York Community Council

Contact

Shawn Dillon, Manager Traffic Operations (Area 2), Transportation Services, 416-394-8409, Shawn.Dillon@toronto.ca