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**To:** Councillor Justin Di Ciano, Ward 5, Etobicoke-Lakeshore

**From:** Mark Hargot, Acting Manager, Traffic Operations-Etobicoke York District

**Date:** November 8, 2017

**Subject:** **Service Requests #8437615 – Chartwell Road and Castlebar Road – Request for All-Way Stop Controls**

This memorandum is in response to your request received from a local resident for the installation of all-way stop controls at the intersection of Chartwell Road and Castlebar Road. We have now completed our studies and offer the following comments.

#### **Context/History**

Chartwell Road and Castlebar Road are classified in the City's Road Classification System as "Local Roads" and are located in the residential community located, north of The Queensway and east of Islington Avenue. There are sidewalks on both sides of Chartwell Road and Castlebar Road. The legal speed limit on Chartwell Road is currently 30 km/h. The legal speed limit on Castlebar Road is currently 50 km/h. A stop control is located on Castlebar Road at the intersection of Chartwell Road.

#### **Data Collection/Analysis**

To address the request for additional stop controls at the intersection of Chartwell Road and Castlebar Road, four-hour intersection counts were conducted during the morning and afternoon peak traffic periods on Wednesday, November 1, 2017. Our analysis reveals that the requirements for the installation of all-way stop controls are not achieved at the intersection of Chartwell Road and Castlebar Road, as the traffic volumes entering this intersection and the balance of flow of traffic fail to meet the conditions required to satisfy the all-way stop warrant. The results of our studies are contained in the attached Technical Summary.

A review of the collision history reveals that during the past three years for which we have complete data, January 1, 2014 to December 31, 2016, reveals there has been no reported collisions that would be considered preventable with the installation of all-way stop controls at the intersection of Chartwell Road and Castlebar Road. The details of our review are outlined in the attached Technical Summary.

## **Conclusion/Recommendations**

Based on our observations and the results of our studies, all-way stop controls cannot be justified and are not recommended at the intersection of Chartwell Road and Castlebar Road. The intersection does not meet the warrants adopted by City of Toronto for the installation of all-way stop controls. Installing unwarranted stop controls typically results in a lack of stop compliance, thus reducing traffic safety at the intersection.

Should you have any questions regarding our studies, please contact Kevin Akins, Acting Supervisor of Traffic Operations, Etobicoke York District at 416-394-6046.

Sincerely,



Mark Hargot  
Acting Manager, Traffic Operations, Etobicoke York District

JS/js

cc. Street Files "Chartwell Road and Castlebar Road"

**TECHNICAL SUMMARY**  
Chartwell Road and Castlebar Road

**All-Way Stop Control**

The justification for the installation of an all-way stop control is based on a technical warrant adopted by Toronto City Council. The analysis of this warrant is based on data compiled from a four-hour traffic study and a review of the collision history.

Location: Chartwell Road (major road) and Castlebar Road (minor road)

Date: Wednesday, November 1, 2017

<b>Four-Hour Study Period</b>	<b>Total Approach Vehicle Volume</b>	<b>Vehicle and Pedestrian Volume Crossing Major Road</b>	<b>Unit Volume Split Major/Minor Roads**</b>
7:00 a.m. to 8:00 a.m.	89	23	75/25
8:00 a.m. to 9:00 a.m.	402	84	80/20
3:00 p.m. to 4:00 p.m.	269	46	84/16
4:00 p.m. to 5:00 p.m.	100	18	83/17
<b>Study Period Average</b>	<b>215</b>	<b>43*</b>	<b>81/19</b>
<b>Warrant Requirements</b>	<b>≥ 250</b>	<b>≥ 100</b>	<b>≥ 30/70 or ≤ 70/30</b>

\* An average of eight pedestrians crossed the major road (Chartwell Road).

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”**

\*\*Major Road Volume – Vehicles only; Minor Road Volume – Vehicles plus pedestrians crossing the major road.

**Toronto Police Service Collision Records**

Three-year (January 1, 2014 – December 31, 2016) review period for which we have complete data.

Intersection: Chartwell Road and Castlebar Road

<b>Number of Collisions (Susceptible to correction with an all-way stop)</b>			<b>3-Year Average</b>
<b>2014</b>	<b>2015</b>	<b>2016</b>	
0	0	0	0

The collision warrant is met if the average number of collisions per year over a three year period, of the type susceptible to correction by the use of an all-way stop control, is greater than or equal to 2.