

All Way Stop Control - Forest Wood at Glencairn Avenue - North York Centre South

(City Council on November 23, 24 and 25, 1999, adopted this Clause, without amendment.)

The North York Community Council recommends that the following report (October 22, 1999) from the Director, Transportation Services, District 3, not be adopted, and that an all way stop control be installed at the intersection of Forest Wood and Glencairn Avenue:

Purpose:

To review the installation of an all way stop at the intersection of Forest Wood and Glencairn Avenue.

Financial Implications and Impact Statement:

All costs associated with the installation of all way stop controls, are included within the 1999 Operating Budget.

Recommendation:

It is recommended that an all way stop control not be installed at the intersection of Forest Wood and Glencairn Avenue.

Background:

At the request of the local residents, Staff has reviewed the feasibility of installing an all way stop control at the intersection of Forest Wood and Glencairn Avenue.

Comments:

Northbound and southbound traffic is required to stop at Glencairn Avenue. Traffic on Glencairn Avenue is controlled by traffic signals one block to the west (approximately 160 metres) at Bathurst Street and by east/west stop signs two blocks to the east at Glen Rush Boulevard. The speed limit on Glencairn Avenue is 50 km/h. It should also be noted that Glencairn Avenue is designated as a collector roadway.

Staff of this Division has investigated this matter in June of this year at which time our review concluded that the technical warrants for the installation of an all way stop control were met to the extent of 10 percent, whereas 100 percent is required.

The technical requirements consider the road classification, vehicle and pedestrian volumes, delay to minor street traffic, collision history and the roadway geometry. A review of our collision records

indicates that there have been three reported incidents which can be deemed correctable by the installation of an all way stop control, at this location during the preceding three years. Sight lines were found to be clear and unobstructed for all approaches to the intersection, for both pedestrian and vehicular traffic. Neither pedestrian nor vehicle traffic accessing or crossing Glencairn Avenue experienced any difficulties or significant delays. It should also be noted that minimal pedestrians were observed crossing Glencairn Avenue.

Conclusions:

The installation of an all way stop control at the intersection of Forest Wood and Glencairn Avenue is not warranted.

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The North York Community Council also had before it a communication (October 12, 1999) from Ms. Elli-Jane Grossman and Liddy Grossman in support of the installation of an all way stop control at Forest Wood and Glencairn Road.