



**STAFF REPORT
ACTION REQUIRED**

**Road Alteration: Armour Boulevard at Delhi Avenue /
Ridley Boulevard**

Date:	December 10, 2007
To:	North York Community Council
From:	Director, Transportation Services Division, North York District
Wards:	Ward 10 -York Centre
Reference Number:	p:\2008\ClusterB\TRA\NorthYork\ny08007 (6612)

SUMMARY

This staff report is about a matter that the Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

To obtain approval for a Road Alteration By-law, which will allow the intersection of Armour Boulevard and Delhi Avenue/Ridley Boulevard to be reconfigured.

The proposed intersection reconfiguration will improve pedestrian mobility and safety by reducing the crossing distance, provide greater positive guidance for motorists and provide a more standardized intersection configuration.

RECOMMENDATIONS

Transportation Services Division, North York District recommends that:

1. the City’s Legal Division be directed to introduce in North York Community Council the appropriate “Road Alterations By-Law” to permit the reconfiguration of the intersection as illustrated on Transportation Services, Plan NY-1681A; and
2. the appropriate City officials be authorized and directed to take whatever action is necessary to implement the foregoing, including the introduction in Council of any bills that are required.

FINANCIAL IMPACT

All costs associated with the reconfiguration of the intersection of Armour Boulevard at Delhi Avenue/Ridley Boulevard, estimated at \$94, 976.53, have been included as part of Transportation Services 2008 Capital Works Program, Safety and Operational Improvements Program estimates.

ISSUE BACKGROUND

Transportation Services Division, North York District, has reviewed a request on behalf of several residents of Armour Boulevard, to install an all-way stop control and/or undertake intersection modifications at the intersection of Armour Boulevard at Delhi Avenue/Ridley Boulevard.

COMMENTS

Currently, northbound and southbound traffic on Delhi Avenue and Ridley Boulevard are required to stop at Armour Boulevard. All of the roadways are classified as local roads. A municipal sidewalk is located on north side of Armour Boulevard, west of Ridley Boulevard and on the west side of Delhi Avenue, south of Armour Boulevard. The regulated speed limit on Armour Boulevard and Ridley Boulevard is 40 km/h and 50 km/h on Delhi Avenue. It should be noted that the existing geometry of the intersection is such that none of the approaching roadways intersect at right angles to one another.

In view of the above, in order to assess the existing conditions, this division conducted an all-way stop study, updated vehicle and pedestrian volumes, assessed the existing roadway geometry and collected intersection collision statistics.

The warrants for the installation of an all-way stop control consist of four components; collision history, total vehicle volumes, combined vehicle and pedestrian volumes crossing the major road and percentage of traffic on major road. The results of our latest study are as follows:

Armour Boulevard at Delhi Avenue/Ridley Boulevard	Actual Value	Required	Satisfied Yes/No
Collision History	1/3yrs	6/3 yrs	No
Total Vehicle Volumes	91	250 Avg-hr	No
Combined Vehicle & Pedestrian Volumes crossing major road	59	100 Avg-hr	No
Percentage of Traffic on major road	63	≤ 70	Yes
Overall Warrant			No

As illustrated in the above table, the existing traffic volumes and collision history do not support the installation of an all-way stop control at this intersection.

Our review of the collision statistics for the preceding three years for this intersection has indicated that there has been one collision of a type susceptible to correction by the installation of an all-way stop control out of a total of four collisions.

As for motorist and pedestrian sight lines, our review has concluded that they are unobstructed for all approaches to the intersection.

However, given the unusual configuration of the intersection and large turning radii, this division has undertaken a review of the feasibility of reconfiguring the intersection alignment. Staff's observations have indicated that the large turning radii are promoting high speed turns and non-compliance with the stop controls. Additionally, the existing geometric alignment of the intersection results in large crossing distances for pedestrians and increases their exposure to moving traffic.

In view of the above, this division recommends that the existing intersection configuration be modified (radius improvements, sidewalk extensions and roadway realignment) as illustrated in drawing NY-1681A and that it be included as a candidate location for the 2008 Safety and Operational Improvements Program. Timing for the construction of the recommended improvements would be subject to competing priorities and available funding.

Councillor Michael Feldman has indicated his support for the recommendations contained within this report.

CONTACT

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SIGNATURE

Myles Currie, B.A.
Director

ATTACHMENTS

Attachment 1: Map – Armour Blvd at Delhi Ave/Ridley Blvd; Intersection Re-configuration (ny08007_att1)

Attachment 2: Map – Armour Blvd at Delhi Ave/Ridley Blvd; Safety Operational Intersection Improvement (ny08007_att2)