



## STAFF REPORT ACTION REQUIRED

### All Way Stop Control: Northover Street at Slater Court/Pecan Court

<b>Date:</b>	August 18, 2009
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Transportation Services Division, North York District
<b>Wards:</b>	Ward 9 – York West
<b>Reference Number:</b>	<i>ny09060</i>

### SUMMARY

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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 deny the request for the installation of all way stop controls at Northover Street at Slater Court/Pecan Court.

The existing traffic and roadway conditions do not warrant the introduction of all way stop controls at the above noted intersections.

### RECOMMENDATIONS

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Transportation Services Division recommends to North York Community Council that:

1. The installation of all way stop controls at the intersections of Northover Street at Slater Court/Pecan Court not be implemented;

### FINANCIAL IMPACT

There is no financial impact associated with the adoption of this report.

## ISSUE BACKGROUND

The Transportation Services Division was requested by Councillor Maria Augimeri on behalf of a resident to review the feasibility of installing all way stop controls at the above noted intersections.

## COMMENTS

Currently, eastbound traffic on Slater Court and westbound traffic on Pecan Court are required to stop at Northover Street. Slater Court and Pecan Court are classified as local roads with regulatory speed limits of 50 km/h. Northover Street is classified as a collector roadway with a regulatory speed limit of 50km/h with the exception of the section between Sheppard Avenue West and Slater Court/Pecan Court which is posted as 40km/h.

### All-Way Stop Controls

To assess existing traffic conditions, this Division conducted all way stop studies at each of the intersections. During the study, staff recorded the total volume of traffic which utilized the intersections, observed the operational characteristics, collision statistics and the intersection geometry.

The warrants for the installation of an all-way stop control consists of four components; collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road. The following tables illustrate the results of the all-way stop traffic studies:

	Northover Street at Slater Court/Pecan Court	Actual	Required	Satisfied (YES/NO)
A	Collision History	0/3 yrs	9/3 yrs	NO
B1	Total Vehicle Volumes	234	250/avg hr	NO
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road	59	100/avg hr	NO
B3	Percentage of Traffic on Major Road	77	=70	NO
	Overall Warrant			NO

In order for the all way stop "Overall Warrant" to be warranted either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved.

In reviewing the three-year collision history, there have been no collisions of a type susceptible to correction by the installation of an all way stop control at the above noted intersection. Motorist and pedestrian sight lines were found to be clear and unobstructed for all approaches to the intersection.

The results of our review determined that all way stop controls are not justified at the above intersection.

Councillor Maria Augimeri has been advised of the recommendations in this staff report.

## **CONTACT**

Robert Decleir  
Acting Manager, Traffic Operations  
Transportation Services Division, North York District  
Tel: 416-395-7463  
Fax: 416-395-7544  
Email: [RDeclei@toronto.ca](mailto:RDeclei@toronto.ca)

## **SIGNATURE**

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Myles Currie, B.A.  
Director

## **ATTACHMENTS**

Attachment 1: Map – Northover St at Slater Crt/Pecan Crt, Northover St at Newlin Cres,  
All-Way Stop Control (*ny09060\_map*)