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All-Way Stop Control: Dalemount Avenue and Dell Park Avenue

Date:	October 8, 2009
To:	North York Community Council
From:	Director, Transportation Services Division, North York District
Wards:	**Ward 15 – Eglinton-Lawrence**
Reference Number:	*ny09072*

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 to introduce an all-way stop control at the intersection of Dalemount Avenue and Dell Park Avenue.

The installation of an all-way stop control at the intersection of Dalemount Avenue and Dell Park Avenue will address the existing right-of-way conflicts for motorists and pedestrians.

RECOMMENDATIONS

Transportation Services Division recommends that North York Community Council:

1.   Amend Schedule XVIII of By-law 31001, of the former City of North York, by deleting Dalemount Avenue as a through street, from the southerly limit of Fairholme Avenue to the northerly limit of Madoc Drive; and

2.   Amend Schedule XIX of By-law 31001, of the former City of North York, to require traffic to stop on all approaches to the intersection of Dalemount Avenue and Dell Park Avenue.

FINANCIAL IMPACT

All costs associated with the installation of an all-way stop control are included within the Transportation Services Division, North York District's 2009 Operating Budget estimates.

ISSUE BACKGROUND

The Transportation Services Division, North York District was requested by an area resident, to consider the installation of an all-way stop control at the intersection of Dalemount Avenue and Dell Park Avenue, in order to address existing right-of-way conflicts involving vehicles and pedestrians.

COMMENTS

Dalemount Avenue and Dell Park Avenue are classified as local roadways with a regulatory speed limit of 50 km/h. Currently, eastbound and westbound traffic on Dell Park Avenue are required to stop at Dalemount Avenue.

In order to assess existing traffic conditions, this division conducted an all-way stop study. During the completion of the study, staff recorded the total volume of traffic which utilized the intersection, observed delays and right-of-way conflicts and noted the intersection geometry.

The following table illustrates the results of the study:

	Dalemount Avenue at Dell Park Avenue	Actual	Required	Satisfied (YES/NO)
A	Collision History (three year review)	2/3 yrs	6/3 yrs	NO
B1	Total Vehicle Volumes	314	250/avg hr	YES
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road	100	100/avg hr	YES
B3	Percentage of Traffic on Major Road	70	=70	YES
	Overall Warrant			**Yes**

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.

The results of the all-way stop study concluded that the warrants for the installation of an all-way stop control were satisfied based on three categories, the Total Vehicle Volume, the Vehicle and Pedestrian Volumes Crossing Major Road and the Percentage of Traffic on the Major Road.

In reviewing the most recent three-year collision history (June 1, 2006 to June 30, 2009), there have been two collisions susceptible to correction by the installation of an all-way stop control.

In view of the above, we recommend the installation of an all-way stop control at the intersection of Dalemount Avenue and Dell Park Avenue in order to address the right-of-way concerns at this location.

Councillor Howard Moscoe has been advised of the recommendations in this staff report.

CONTACT

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SIGNATURE

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Myles Currie, B.A.
Director

ATTACHMENTS

Attachment 1:   Map – All Way Stop Control: Dalemount Av at Dell Park Av
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