

**All Way Stop Control: Cedric Avenue at Holland Park Avenue**

<b>Date:</b>	July 7, 2010
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Transportation Services Division, North York District
<b>Wards:</b>	<b>Ward 15 – Eglinton - Lawrence</b>
<b>Reference Number:</b>	<i>ny10090</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 an all way stop control at the intersection of Cedric Avenue and Holland Park Avenue.

The existing traffic and roadway conditions do not warrant the introduction of an all way stop control at the above noted intersection.

**RECOMMENDATIONS**

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Transportation Services Division, North York District, recommends that North York Community Council:

1. Deny the installation of an all way stop control at the intersection of Cedric Avenue and Holland Park Avenue.

**Financial Impact**

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

## ISSUE BACKGROUND

Transportation Services Division, North York District, has reviewed a request from Councillor Howard Moscoe on behalf of an area resident, to investigate the feasibility of installing an all way stop control at the intersection of Cedric Avenue and Holland Park Avenue.

## COMMENTS

Holland Park Avenue is designated as a local road with a regulatory speed limit of 50 km/h. It functions as an eastbound one way road at Cedric Avenue. Cedric Avenue is a local road with a regulatory speed limit of 30 km/h. Currently, southbound traffic on Cedric Avenue is required to stop at Holland Park Avenue.

To assess traffic conditions, Traffic Operations conducted an all way stop study at the intersection of Cedric Avenue and Holland Park Avenue on June 8, 2010. This division updated the vehicle and pedestrian volumes, assessed the existing roadway geometry and collected intersection collision statistics.

The results of the study are as follows:

	<b>Cedric Avenue at Holland Park Avenue</b>	<b>Actual</b>	<b>Required</b>	<b>Satisfied (YES/NO)</b>
<b>A:</b>	Collision History	0/3 yrs	6/3 yrs	NO
<b>B1:</b>	Total Vehicle Volumes	96	250/avg hr	NO
<b>B2:</b>	Combined Vehicle & Pedestrian Volumes Crossing Major Road	11	100/avg hr	NO
<b>B3:</b>	Percentage of Traffic on Major Road	89	≤70	NO
	<b>Overall Warrant</b>			<b>NO</b>

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.

A review of Toronto Police Services collision records for the three-year period ending April 15, 2010 revealed that there have been zero collisions at the intersection of Cedric Avenue and Holland Park Avenue of a type susceptible to correction by the installation of an all way stop control.

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 an all way stop control is not justified at the above intersection.

It should be noted that the installation of unwarranted stop signs may lead to a high level of non-compliance, which may result in an increase in the number of collisions and the reduction in the level of safety for both motorists and pedestrians.

Councillor Howard Moscoe has been advised 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: Cedric Av at Holland Park Av (*ny10090\_map*)