

**Traffic Controls: Dewlane Drive, Lissom Crescent,
Laconia Drive**

Date:	October 28, 2013
To:	North York Community Council
From:	Director, Transportation Services, North York District
Wards:	Ward 10 – York Centre
Reference Number:	<i>P:\2013\ClusterB\TRA\North York\ny13124</i>

SUMMARY

This staff report is about a matter that 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 Lissom Crescent and Dewlane Drive (east intersection) and to obtain approval to amend the existing speed limit from 50 km/h to 40 km/h on Dewlane Drive, Lissom Crescent and Laconia Drive.

The existing traffic and roadway conditions do not warrant the introduction of an All Way Stop Control at the above-noted intersection, however the geometric conditions of Dewlane Drive, Lissom Crescent and Laconia Drive do support the reduction of the speed limit from 50 km/h to 40 km/h.

RECOMMENDATIONS

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

1. Deny the installation of an All Way Stop Control at the intersection of Lissom Crescent and Dewlane Drive (east intersection);

2. Approve the installation of a 40 km/h speed limit zone on Dewlane Drive between Bathurst Street and Homewood Avenue;
3. Approve the installation of a 40 km/h speed limit zone on Lissom Crescent between Dewlane Drive (west intersection) and Dewlane Drive (east intersection); and
4. Approve the installation of a 40 km/h speed limit zone on Laconia Drive between Lissom Crescent and Patricia Avenue.

Financial Impact

All costs associated with amending the limits of the 40 km/h speed limit zone are included within the Transportation Services' 2013 Operating Budget.

ISSUE BACKGROUND

Transportation Services, North York District, in response to a request from an area resident reviewed the feasibility of installing an All Way Stop Control at the intersection of Lissom Crescent and Dewlane Drive (east intersection).

The resident's primary concern was the rate of speed that motorists were travelling at and the overall safety of the intersection of Lissom Crescent and Dewlane Drive (east intersection).

COMMENTS

Lissom Crescent and Dewlane Drive are classified as local roads. Dewlane Drive is designated as the through street and northbound traffic on Lissom Crescent is required to stop at Dewlane Drive. The regulatory speed limits on both Lissom Crescent and Dewlane Drive are 50 km/h. There are no municipal sidewalks on either side of both roadways.

To assess the existing traffic conditions at the intersection of Lissom Crescent and Dewlane Drive (east intersection). This Division conducted an All Way Stop study and assessed the existing roadway geometry, vehicular and pedestrian volumes, and collected intersection collision statistics.

The results of the study are as follows:

	Dewlane Drive & Lissom Crescent	Actual	Required	Satisfied (YES/NO)
<i>A</i>	Collision History	1/3 yrs	6/3 yrs	NO
<i>B1</i>	Total Vehicle Volumes	167	250/avg hr	NO
<i>B2</i>	Combined Vehicle & Pedestrian Volumes Crossing Major Road	10	100/avg hr	NO
<i>B3</i>	Percentage of Traffic on Major Road	94	≤ 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.

The results of the All Way Stop study concluded that the warrants for the installation of an All Way Stop Control were not satisfied.

A review of Toronto Police Service collision records revealed that in a three year period ending, August 31, 2013, there has been one collision at this intersection of a type susceptible to correction by the installation of an All Way Stop Control. Additionally, motorist and pedestrians sightlines were found to be clear and unobstructed for all approaches.

Traffic engineering studies have shown 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. The principle purpose of the installation of an All Way Stop Control is to control the right-of-way movements within the limits of the intersection and not as a speed control.

As part of our investigation, staff also looked at the surrounding area to see if the installation of a 40 km/h maximum speed limit would be warranted. The review has indicated that there are no sidewalks on Dewlane Drive, Lissom Crescent, and Laconia Drive. It should be noted that Lissom Park fronts onto the east side and south side of Laconia Drive and Lissom Crescent, respectively, resulting in higher pedestrian traffic.

The 40 km/h speed limit policy considers various roadway characteristics, safety concerns, collision patterns, location of pedestrian generators such as schools and parks and the absence of municipal sidewalks.

Given the above, this Division is proposing a reduction from 50 km/h to 40 km/h on the following roadways:

- Dewlane Drive between Bathurst Street and Homewood Avenue
- Lissom Crescent between Dewlane Drive (west intersection) and Dewlane Drive (east intersection)
- Laconia Drive between Lissom Crescent and Patricia Avenue

The implementation of a 40 km/h Speed Limit on Dewlane Drive, Lissom Crescent and Laconia Drive will address the residents' concerns with regards to vehicle speeds and pedestrian safety on these roadways.

In regards to the implementation of the All Way Stop Control at the intersection of Lissom Crescent and Dewlane Drive (east intersection), this Division does not support the installation.

The Ward Councillor has been advised of the recommendations contained in the report.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Map – Dewlane Drive, Lissom Crescent, Laconia Drive: 40 km/h Speed Zones