

## **Compulsory Stop Controls - Silvio Avenue and Sadler Drive, Silvio Avenue and Dunlop Avenue, and Larmere Court and Zenith Drive**

**Date:** October 16, 2024

**To:** Scarborough Community Council

**From:** Director, Traffic Management, Transportation Services

**Wards:** Ward 20, Scarborough Southwest

### **SUMMARY**

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This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services is requesting approval to install compulsory stop controls at the uncontrolled "T" type intersections in the neighbourhood to the southeast of the intersection of St. Clair Avenue East and Birchmount Road, in the vicinity of the Dunlop Parkette. These three intersections are Silvio Avenue and Sadler Drive, Silvio Avenue and Dunlop Avenue (east intersection), and Larmere Court and Zenith Drive. Based on an assessment undertaken, the installation of compulsory stop controls at these intersections is recommended to clearly define the right-of-way and enhance safety for all road users.

### **RECOMMENDATIONS**

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The Director, Traffic Management, Transportation Services recommends that:

1. Scarborough Community Council authorize a compulsory stop control for southbound traffic at the intersection of Silvio Avenue and Sadler Drive.
2. Scarborough Community Council authorize a compulsory stop control for southbound traffic at the intersection of Silvio Avenue and Dunlop Avenue (east intersection).
3. Scarborough Community Council authorize a compulsory stop control for northbound traffic at the intersection of Larmere Court and Zenith Drive.

## **FINANCIAL IMPACT**

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The signage costs associated with the proposed installations are approximately \$1,000.00. Funding is available within the Transportation Services 2024 Operating Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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Transportation Services was requested through 311 to review the feasibility of installing compulsory stop controls at the intersections of Silvio Avenue and Sadler Drive, Silvio Avenue and Dunlop Avenue, and Larmere Court and Zenith Drive.

### **Existing Conditions**

Silvio Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no Toronto Transit Commission (TTC) service provided
- There are no sidewalks provided between Sadler Drive and Zenith Drive, while there are sidewalks provided on both sides from Zenith Drive and Dunlop Avenue

Sadler Drive is characterized by the following conditions:

- It is a two-lane, east-west, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- A sidewalk is only provided on the south side from Birchmount Avenue to a point 43 metres further east

Larmere Court is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 8.5 metres
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- It is a dead-end street with sidewalks provided on both sides of the street

The surrounding land use consists of single-family residential homes and the Dunlop Parkette.

As there are no stop controls at the subject intersections, the right-of-way is determined as defined in the Ontario Highway Traffic Act, which stipulates that priority is "given to vehicles already within the intersection or, in the event, two or more vehicles are approaching the intersection at approximately the same time, the Act requires the driver on the left to yield to the vehicle on the right."

As per Provincial guidelines, stop sign control may be warranted where three or more right angle or turning collisions per year have occurred over three years and other methods of reducing the collision experience have been considered and found to be inadequate. A review of the Toronto Police Service collision data for three years ending June 30, 2024, disclosed that no right angle or turning collision have been reported at any of these three intersections. Accordingly, stop sign controls are not warranted.

Notwithstanding, the Provincial guidelines state that "the use of stop signs should be considered at intersections where the application of the normal right-hand rule or yield control would be unduly hazardous". Based on the current operational environment, the installation of compulsory stop controls for southbound traffic at intersection of Silvio Avenue and Sadler Drive; for southbound traffic at the intersection of Silvio Avenue and Dunlop Avenue (east intersection); and for northbound traffic at the intersection of Larmere Court and Zenith Drive is recommended to resolve any potential right-of-way confusion that may occur.

The installation of a stop signs will provide stop sign uniformity on the streets in this area, clearly define the right-of-way and enhance safety for all road users.

A map of the area is included in Attachment 1.

The Ward Councillor has been advised of the recommendations of this staff report.

## **CONTACT**

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Dan Clement, CET, Manager Traffic Operations (Area 1), Transportation Services, 416-397-5021, [Dan.Clement@toronto.ca](mailto:Dan.Clement@toronto.ca)

## **SIGNATURE**

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Roger Browne, M.A.Sc., P. Eng.  
Director, Traffic Management, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Map - Compulsory Stop Controls - Dunlop Parkette Area

Attachment 1: Map - Compulsory Stop Controls - Dunlop Parkette Area

