

November 19, 2025

To: North York Community Council
From: Director, Enforcement and Streets Management, Transportation Services
Re: Glengrove Avenue West/Coldstream Avenue and All-way Stop Control – Motion Memorandum
Wards: Ward 8, Eglinton-Lawrence

Transportation Services has been requested by a local councillor to provide recommended wording for recommendations they plan to present in a motion to North York Community Council. Staff request that this memorandum accompany the member's submission.

Summary

- ☐ Staff **support** the draft recommendations provided below
- X Staff **do not support** the draft recommendations provided below
- ☐ Staff do not have sufficient data and/or time to determine if the draft recommendations provided below can be supported by staff, at this time

Draft Recommendations

1. North York Community Council authorize all-way compulsory stop control at the intersection of Glengrove Avenue West and Coldstream Avenue.

In order for all-way stop control to be warranted at an intersection established criteria must be satisfied. Based on the assessment undertaken at the intersection on September 17, 2025, Transportation Services does not recommend the installation of all-way compulsory stop control at this intersection as the warrant criteria was not met.

The study results are summarized as follows:

Table 1: All Way Stop Control at Highland Crescent and Beechwood Avenue

Highland Crescent and Beechwood Avenue		Actual	Required	Satisfied (YES/NO)
A	Number of Potentially Preventable Collisions (Jan 1, 2023 to Oct. 31, 2025)	3	9	NO
B1	Average Vehicle Volumes	244/hr	375/hr	NO

B2	Combined Vehicle & Pedestrian Volume Crossing Major Street (Average)	40/hr	150/hr	NO
B3	Percentage of Traffic on Major Street	84	≤70	NO
	Overall Warrant			NO

There are many risks associated with the installation of unwarranted all way stop controls.

1. Increased Driver Non-Compliance - when drivers perceive the stop as unnecessary (e.g., low cross traffic), they often roll through or ignore the stop sign.
2. Higher Risk of Rear-End Collisions - frequent stopping can lead to unexpected braking, especially for drivers unfamiliar with the area, and rear-end collisions tend to increase.
3. Reduced Efficiency and Increased Delay - all-way stops force every vehicle to stop, even when no conflicting traffic exists. This creates unnecessary delay, especially during off-peak hours or on major roads with low cross traffic.
4. Increased risk for Pedestrians and Cyclists - drivers frustrated by unnecessary stops may behave aggressively and with poor compliance, reducing safety for vulnerable road users.

Cost

The signage costs associated with the proposed amendments are approximately \$500. Funding is available within the Transportation Services 2025 Operating Budget.

Contact

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