

All-Way Stop Control - Dewhurst Boulevard and Strathmore Boulevard

Date: December 18, 2025

To: Toronto and East York Community Council

From: Director, Enforcement and Street Management, Transportation Services

Wards: Ward 14, Toronto-Danforth

SUMMARY

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

Transportation Services has reviewed the need for all-way stop control at the intersection of Dewhurst Boulevard and Strathmore Boulevard. Based on the assessment undertaken, Transportation Services does not recommend the installation of all-way stop control at this intersection as the warrant criteria was not met.

RECOMMENDATIONS

The Director, Enforcement and Street Management, Transportation Services recommends that:

1. Toronto and East York Community Council not authorize all-way compulsory stop control at the intersection of Dewhurst Boulevard and Strathmore Boulevard.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.

If Toronto and East York Community Council amend the recommendation in this report and authorizes the installation of all-way stop control, the estimated cost associated with the amendment, including signage, pavement markings and depressed curbs is estimated to be \$28,500.00. Funding would be subject to availability and competing priorities within the Transportation Services 2026 Interim Operating and Capital Budgets.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

At the request of the Ward Councillor on behalf of local residents, Transportation Services investigated the feasibility of installing all-way stop control at the intersection of Dewhurst Boulevard and Strathmore Boulevard.

Existing Conditions

Dewhurst Boulevard 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 daily two-way traffic volume is approximately 500 vehicles
- 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 sidewalks located on both sides of the street

Strathmore Boulevard 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 daily two-way traffic volume is approximately 900 vehicles
- The speed limit is 30 km/h
- Heavy trucks are prohibited at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street
- A Community Safety Zone is designated between Dewhurst Boulevard and Caithness Avenue

These two streets intersect to form a "T" type intersection, with right-of-way controlled by a stop sign for westbound traffic on Strathmore Boulevard. The second entrance to Donlands Station is located on the east side of Dewhurst Boulevard, approximately 39 meters south of Strathmore Boulevard. The adjacent land use in this area is generally residential.

A map of the area is included in Attachment 1.

Study Results

In order for all-way stop control to be warranted at an intersection, established criteria must be satisfied. The warrants consist of four components, including: collision history, total vehicle volume, combined vehicle and pedestrian volumes crossing the major road and the percentage of traffic on the major road.

Collision history provided by the Toronto Police Service for the three-year period ending January 1, 2025, disclosed that no reported collisions occurred at this intersection that were considered potentially preventable by the installation of all-way stop control.

Transportation Services conducted an all-way stop control study on July 9, 2025 at the subject intersection. The results of the study were evaluated against the warrant criteria for all-way stop control as adopted by City Council. The evaluation is summarized in Table 1.

Table 1: All-Way Stop Control Study at Dewhurst Boulevard and Strathmore Boulevard

No.	Warrant Type	Actual	Required	Satisfied (Yes/No)
A	Number of Potentially Preventable Collisions (January 1, 2022 to January 1, 2025)	0	6	No
B1	Average Vehicle Volumes	31/hour	250/hour	No
B2	Combined Vehicle & Pedestrian Volumes Crossing Major Road (Average)	21/hour	100/hour	No
B3	Percentage of Traffic on Major Street	39%	≤70%	Yes

In order for the all-way stop control to be technically warranted, either Warrant A must be met or Warrant B1 or B2 combined with Warrant B3 must be achieved. Based on the study results, the technical warrants for the installation of all-way stop control are not satisfied. Therefore, it is not recommended that all-way stop control be installed at the intersection of Dewhurst Boulevard and Strathmore Boulevard.

The installation of an all-way stop control, along with the required pedestrian ramps and crosswalks, will result in the loss of three to four on-street parking spaces. This is necessary to prevent drivers from parking within the "T" type intersection and to discourage pedestrians from crossing between parked vehicles."

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

CONTACT

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SIGNATURE

Mike Barnet., P. Eng.
Director, Enforcement and Street Management, Transportation Services

ATTACHMENTS

Attachment 1: Map - All-Way Stop Control - Dewhurst Boulevard and Strathmore Boulevard

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