

Consolidated Clause in Toronto and East York Community Council Report 7, which was considered by City Council on September 25, 26, and 27, 2006.

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**Installation of a “Stop” Sign for Eastbound Traffic –
Laneway intersecting Dermott Place, opposite
13 Dermott Place (Ward 28 - Toronto Centre-Rosedale)**

City Council on September 25, 26 and 27, 2006, amended this Clause by adding the following:

“That the report (September 22, 2006) from the General Manager of Transportation Services, regarding the installation of speed humps on Dermott Place, between Carlton Street and Spruce Street, be referred to the first meeting of the Toronto East York Community Council in 2007.

This Clause, as amended, was adopted by City Council.

Council also considered additional material, which is noted at the end of this Clause.

The Toronto and East York Community Council recommends that City Council adopt the staff recommendations in the Recommendations Section of the report (August 22, 2006) from the Director, Transportation Services, Toronto and East York District.

Action taken by the Committee:

The Toronto and East York Community Council requested the Director, Transportation Services, Toronto and East York District to report to City Council on September 25, 2006 on the installation of speed humps on Dermott Place.

The Toronto and East York Community Council submits the report (August 22, 2006) from the Director, Transportation Services Toronto and East York District:

Purpose:

The purpose of this report is to obtain approval to install a "Stop" sign for eastbound traffic at the intersection of Dermott Place and the public lane opposite Premises No. 13 Dermott Place, to clearly establish right-of-way at the intersection of these thoroughfares.

Financial Implications and Impact Statement:

Funds to undertake the necessary signage adjustments in the estimated amount of \$200.00 are contained in the Transportation Services Division 2006 Operating Budget.

Recommendations:

It is recommended that:

- (1) "Stop" control be approved for eastbound traffic on the public lane first south of Carlton Street at Dermott Place, opposite Premises No. 13 Dermott Place; and
- (2) the appropriate City officials be requested to take whatever action is necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.

Comments:

At the request of a local resident and in consultation with Councillor Pam McConnell, we have reviewed the need to post a "Stop" sign on the east/west lane intersecting with Dermott Place, between Carlton Street and Spruce Street (opposite Premises No. 13 Dermott Place), to clearly establish right-of-way for vehicles at the intersection of Dermott Place and the subject lane.

The intersection of the aforementioned lane and Dermott Place forms a "T" type intersection with the lane comprising the west leg of the intersection. Dermott Place is the through street and operates one-way southbound on a pavement width of approximately 3.5 metres. Dermott place is a "mews" type street with several residential properties fronting but generally resembles a public lane in structure. This intersection is located in the neighbourhood commonly known as Cabbagetown.

A review of the Toronto Police Service collision records over a three-year period ending June 2006 disclosed no collisions have been reported at the intersection of Dermott Place and the public lane.

There are no "Stop" signs posted at this intersection at the present time. Under the provisions of the Highway Traffic Act of Ontario, a motorist approaching an uncontrolled intersection must yield to a motorist approaching on his/her right. Given the configuration of this intersection, the vehicle on the lane (the minor thoroughfare) has right-of-way over a southbound vehicle on Dermott Place (the major thoroughfare). Although traffic volume is low, this scenario is resulting in confusion for some drivers. To resolve the potential issue of vehicular conflict and clearly establish right-of-way, we recommend that a "Stop" sign be posted for eastbound traffic on the lane at its intersection with Dermott Place.

Councillor McConnell has indicated to our staff that she supports this initiative.

Conclusions:

Based on our investigation, the installation of a "Stop" sign on the public lane intersecting Dermott Place, opposite Premises No. 13 Dermott Place, would clearly establish right-of-way, mitigate potential operational concerns and result in enhanced safety for all persons at this intersection.

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(A copy of Drawing No. 421F-8493, dated August 2006 in the report (August 22, 2006) from the Director, Transportation Services, Toronto and East York District, was forwarded to all Members of the Toronto and East York Community Council with the agenda for its meeting on September 13, 2006, and a copy is on file in the City Clerk's Office.)

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Council also considered the following:

- *Report (September 22, 2006) from the General Manager, Transportation Services [Communication 60(a)].*

Subject: Dermott Place, between Carlton Street and Spruce Street – Evaluation for the Installation of Speed Humps (Toronto Centre - Rosedale, Ward 28)

Purpose:

To report directly to City Council at its meeting of September 25, 2006, as requested by Toronto and East York Community Council, on the feasibility of installing speed bumps on Dermott Place, between Carlton Street and Spruce Street.

Financial Implications and Impact Statement:

Should the installation of speed bumps on Dermott Place, between Carlton Street and Spruce Street be approved, the estimated cost would be \$1,500.00. Funds are available in Transportation Services 2006 Capital Budget Account No. CTP306-05 for Public Laneway Improvements.

Recommendation:

It is recommended that this report be received for information.

Background:

Toronto and East York Community Council at its meeting of September 13, 2006, in considering the staff report (August 22, 2006) entitled “Laneway intersecting Dermott Place, opposite Premises No. 12 Dermott Place – Installation of a “Stop” sign for eastbound traffic (Ward 28 – Toronto Centre - Rosedale)”, recommended the installation of stop control and requested Transportation Services to report to City Council on September 25, 2006 on the installation of speed humps on Dermott Place (Clause No. 74 of Report No. 7 of Toronto and East York Community Council).

Comments:

Transportation Services staff has reviewed, as requested by the Toronto and East York Community Council, the feasibility of installing traffic calming measures on Dermott Place.

Dermott Place is a local street operating one-way southbound between Carlton Street and Spruce Street with a posted speed limit of 40 km/h and a pavement width of 3.5 metres. The design of Dermott Place is not typical of the majority of streets in Toronto. Rather, it is “dished” like a public laneway with drainage occurring down the centre of the road. Drainage on other roadways occurs to the gutters located curbside, because the centre of the roadway is “crowned”. Speed humps are designed to extend across the roadway, allowing for drainage curbside. The installation of speed humps on Dermott Place would result in drainage problems, with water collecting in the roadway.

As an alternative to speed humps, the installation of speed bumps was considered on Dermott Place. Speed bumps are normally used in public laneways to slow traffic down to speeds lower than 20 km/h. Speed bumps are constructed to allow for centre drainage of the laneway. However, speed bumps are not feasible where snowploughs are used to clear the roadway. Since Dermott Place is a local street with residential frontages, it is cleared by snowploughs in the winter. If speed bumps were to be installed, it would no longer be feasible to plough Dermott Place.

Recent studies on Dermott Place indicate that the 85th percentile operating speed was 20 km/h and the total daily traffic volume was 225 vehicles. A review of the Toronto Police Service collision records for a three-year period ending June 1, 2006 indicates that no collisions were reported on Dermott Place. These results would be sufficient to meet the criteria for installing speed bumps in a laneway. However, the operating speeds and traffic volume are significantly lower than required to satisfy the criteria for speed humps on a roadway.

Should City Council decide to approve the installation of speed bumps on Dermott Place, the following recommendations should be approved:

It is recommended that:

- (1) the installation of speed bumps on Dermott Place, between Carlton Street and Spruce Street, of the type and design noted and at the locations shown on Drawing Nos. 421F-8572 dated September 2006, be approved; and*

- (2) *the appropriate City officials be authorized and directed to take any action necessary to give effect to the foregoing, including the introduction in Council of any Bills that may be required.*

Conclusion:

The configuration of Dermott Place precludes the installation of speed humps for traffic calming purposes. It is feasible to install speed bumps, similar to those installed in public laneways. However, snow ploughing of Dermott Place would no longer be feasible with speed bumps installed.

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List of Attachments:

- (1) *Drawing No. 421F-8572, dated September 2006*

