



## STAFF REPORT ACTION REQUIRED

### Installation of “Stop” signs – first lane east of Yonge Street, at Rosehill Avenue and at Pleasant Boulevard

<b>Date:</b>	February 20, 2009
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	St. Paul’s, Ward 22
<b>Reference Number:</b>	Ts09032te.top.doc

#### SUMMARY

---

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

Transportation Services has been requested by Councillor Michael Walker to report to Toronto and East York Community Council on posting “Stop” signs on the first lane east of Yonge Street, at Rosehill Avenue and at Pleasant Boulevard.

Investigation indicates the installation of “Stop” signs is unnecessary and is not recommended.

#### RECOMMENDATIONS

---

**Transportation Services recommends that Toronto and East York Community Council:**

1. Not authorize installation of “Stop” signs on the first lane east of Yonge Street, at Rosehill Avenue and at Pleasant Boulevard.

#### Financial Impact

There is no financial impact with the adoption of the staff recommendation. If however Toronto and East York Community Council decides to authorize the installation of “Stop” signs on the subject lane for northbound traffic at Pleasant Boulevard and southbound traffic at Rosehill Avenue, funds in the estimated amount of \$400.00 are available in the Transportation Services Division 2009 Interim Operating Budget.

## **ISSUE BACKGROUND**

At the request of Councillor Michael Walker, Transportation Services investigated if there is a need to post “Stop” signs on the first lane east of Yonge Street for northbound and southbound traffic respectively at Pleasant Boulevard and at Rosehill Avenue to enhance pedestrian safety.

## **COMMENTS**

### **Intersection Characteristics**

The first public lane located east of Yonge Street, extending from Rosehill Avenue to Pleasant Boulevard, operates two-way, north/south on a pavement width of 3 metres. Speed bumps are located within this lane.

### **Investigation**

This is a commercial lane providing direct access to the rear of businesses fronting on Yonge Street. Traffic conditions are typical of most public lanes. Traffic volume is about 100 vehicles a day and the operating speed of traffic in the lane is about 20 km/h.

The Toronto Police Service collision data records for a three-year period ending November 30, 2008, revealed that no collisions have been reported at the intersection of this lane with Rosehill Avenue, or with Pleasant Boulevard. Sight lines between motorists emerging from the lane and pedestrians walking along the south side of Pleasant Boulevard and the north side of Rosehill Avenue are good. The only exception is the southwest corner where the lane intersects with Pleasant Boulevard. The building at this location (No. 7 Pleasant Boulevard) immediately abuts the west side of the lane and the south side of the sidewalk. This is not an unusual situation at this type of intersection and is why the following driving rule is stipulated in Chapter 400 of the former City of Toronto Municipal Code (and will be consolidated into the Chapter 950 – Traffic and Parking, of the Toronto Municipal Code once in affect).

Chapter 400, §400-12 of the former City of Toronto Municipal Code, stipulates:

- “No person shall drive or operate a vehicle or streetcar emerging from a driveway, laneway, front yard parking area, boulevard parking area or building, streetcar or bus loop onto a highway until bringing the vehicle or streetcar to a full stop immediately before driving onto a sidewalk or footpath and, upon proceeding, shall yield the right-of-way to pedestrians upon the sidewalk or footpath.”

This stipulation encourages appropriate driving behaviour. It is enforceable as a Part I violation under the Provincial Offences Act and carries a \$90 set fine. However, it does not give the authority to post a “Stop” sign nor is it considered an Ontario Highway Traffic Act offence.

At most public lanes common sense prevails. Motorists exercise due caution when emerging from a lane and stop or yield to pedestrians before crossing a sidewalk.

As a result there are only 6 locations in the Toronto and East York District where the installation of a “Stop” sign on a public lane has been approved. In addition, the physical constraints of many lanes (width, building setback, etc.) make it difficult and sometimes impossible to install a “Stop” sign in the appropriate location and at the appropriate height above the surface of the lane as mandated by Provincial legislation.

The physical constraints, traffic conditions, and general operational characteristics in the first lane east of Yonge Street, extending between Rosehill Avenue and Pleasant Boulevard are typical of most public lanes in the central area of the City. There is no unique situation or technical justification for posting “Stop” signs for northbound and southbound traffic at Pleasant Boulevard and Rosehill Avenue, respectively. Installation of “Stop” signs is not recommended.

Despite our recommendation, if Toronto and East York Community Council determines that posting “Stop” signs in this lane is in the best interest of and beneficial to the community, it should recommend that:

1. A “Stop” sign be posted for southbound traffic in the first lane east of Yonge Street at Rosehill Avenue.
2. A “Stop” sign be posted for northbound traffic in the first lane east of Yonge Street at Pleasant Boulevard.

## **CONTACT**

Randy Hillis, Engineering Technologist  
Traffic Operations, Toronto and East York District  
Phone (416) 338-5430  
Fax: (416) 392-1920  
e-mail: [rhillis@toronto.ca](mailto:rhillis@toronto.ca)

## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **LIST OF ATTACHMENTS**

Drawing No. 421F-9574, dated February 2009

P:\2009\Cluster B\TRA\Toronto and East York District\TOP\ts09032te.top.doc – cag