



STAFF REPORT ACTION REQUIRED

Stop Sign – Defries Street

Date:	June 3, 2010
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 28
Reference Number:	Ts10094te.top.doc

SUMMARY

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

Transportation Services is requesting approval to install a ‘Stop’ Sign on Defries Street at its intersection with Mark Street. The proposed stop control on Defries Street is intended to enhance operational safety at the intersection of Defries Street and Mark Street.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Approve the installation of Stop Control for northbound traffic on Defries Street at its intersection with Mark Street.

Financial Impact

Funds to undertake the necessary signage adjustments in the estimated amount of \$300 are contained in the Transportation Services Division 2010 Operating Budget.

ISSUE BACKGROUND

At the request of Councillor McConnell on behalf of local residents, Transportation Services staff reviewed options to reduce speed and improve general traffic operations at the intersection of Mark Street and Defries Street.

COMMENTS

Mark Street and Defries Street are local roads. Mark Street operates one-way westbound on a pavement width of 7.3m with a maximum speed limit of 50 km/h. Defries Street operates one-way northbound on a pavement width of 9.7m with a maximum speed of 50 km/h. These streets form a 'T' type intersection. There are no 'Stop' signs at this intersection at the present time and right-of-way is determined by the Highway Traffic Act stipulation that the 'vehicle on the right' has the right-of-way when two vehicles arrive at the intersection at approximately the same time.

There is no regular TTC service on Mark Street or Defries Street.

Traffic volume at this intersection is relatively low (less than 600 vehicles per day). A review of the Toronto Police Services' collision data records for the 3 year period ending March 31, 2010, revealed that 3 collisions have been reported at the intersection of Mark Street and Defries Street. None of these collisions would be considered preventable by the installation of 'Stop' control.

Although our assessment of traffic operations at the intersection of Mark Street and Defries Street indicates that the intersection is operating safely at the present time, we suggest that the default right-of-way rule is potentially inadequate to ensure safe operation of the intersection. A 'Stop' sign should be installed for northbound traffic on Defries Street at Mark Street to clearly establish right-of-way at this intersection and reduce vehicle speeds around the corner.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

ATTACHMENTS

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