



**STAFF REPORT
ACTION REQUIRED**

McCaul Street, north of Queen Street West – Planter Box Installation

Date:	January 29, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 20
Reference Number:	Ts07051te.top.doc

SUMMARY

Staff of the Toronto Transit Commission (TTC) have requested that one planter box be installed on the west side of McCaul Street, north of Queen Street West, to prevent southbound right-turning motorists from travelling alongside a southbound left-turning TTC streetcar and being struck by the tail end of the streetcar as it completes its turn.

Placing a planter box on the west side of McCaul Street, north of Queen Street West, will not adversely affect the safe and efficient operation of McCaul Street and will not result in the loss of any on-street parking spaces.

RECOMMENDATIONS

Transportation Services recommends that:

1. a bylaw be prepared to alter the west side of McCaul Street, north of Queen Street West, as described below:

“the placement of one 1.0 metre x 1.0 metre planter box on the west side of McCaul Street, approximately 20.5 metres north of Queen Street West, generally as shown in the attached print of Drawing No. 42IF-8677, dated January 2007”.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division 2007 Operating Budget interim appropriations.	\$1,000

ISSUE BACKGROUND

Transportation Services was requested by the TTC to review safety issues respecting their streetcar operations on McCaul Street, north of Queen Street West.

COMMENTS

McCaul Street, between Renfrew Place and Queen Street West, is a two-lane, collector roadway with a daily two-way traffic volume of approximately 6,500 vehicles and a speed limit of 50 km/h. There are north-south streetcar tracks that operate on a shared right-of-way with general traffic and there are track connections to/from eastbound and westbound Queen Street West. This section of roadway is approximately 41 metres in length and has a pavement width of approximately 11.2 metres. The general parking regulations on this section of McCaul Street are as follows:

West side

- No Standing, Anytime (southbound near-side TTC stop at Queen Street West).

East side

- No Parking, Anytime.

A single southbound lane is marked on McCaul Street at Queen Street West, however, due to the pavement width, it is possible for two vehicles to line up side-by-side at the stopbar. Generally, this does not create problems, except when a southbound left-turn movement is being made by a TTC streetcar. The TTC reports that during this turning movement, the tail end of the streetcar encroaches into the space between the streetcar and the curb and can strike a vehicle if it had pulled alongside the streetcar.

A review of collisions for the five-year period ending July 31, 2006 confirmed that there have been six collisions in this section of roadway involving the above-noted conflict between a southbound right-turning motorist and a southbound left-turning streetcar.

To address this, the curb on the west side of McCaul Street can be modified to prevent a southbound motorist from passing a stopped streetcar on the right. We do not believe that warning signs will be effective, and to stop this, a barrier is required to correct this problem. To solve this problem, we will undertake curb modifications to install a "bulb" on the west side of McCaul Street.

The "bulb" will extend 1.5 metres out from the existing curb and will be located approximately 15.4 metres north of the southbound stopbar. These measurements were arrived at using the length and the turning path of a southbound left-turning streetcar. Due to the high southbound volumes, the road narrowing will not be extended south to Queen Street West, as we would like to maintain the ability for two southbound vehicles to turn right and left respectively to prevent increased congestion.

The TTC has indicated that they are in agreement with the proposed modifications, which can be undertaken when this section of McCaul Street is reconstructed or when there are available funds in the Safety and Operational Improvements Program (SOIP).

As an interim measure, we will arrange to install a planter box and pavement markings on the west side of McCaul Street, in the approximate location of the proposed "bulb". The proposed location of the planter box is shown on the attached print of Drawing No. 421F-8677, dated January 2007. This installation will include painting a solid white line around the planter box and the installation of the necessary traffic control warning signage.

CONTACT

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SIGNATURE

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ATTACHMENTS

Drawing No. 421F-8677, dated January 2007

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