

Sunnyside Area Traffic Improvements

Date:	August 13, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Parkdale-High Park, Ward 14
Reference Number:	Ts07174te.top.doc

SUMMARY

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

Transportation Services is seeking authority to introduce the traffic improvements developed by the Sunnyside Avenue Residents' Traffic Committee in consultation with Councillor Gord Perks and area residents.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council approve the following measures:

1. revert Marion Street between Roncesvalles Avenue and a point 61.6 metres west from a one-way westbound operation to a two-way traffic operation;
2. prohibit northbound left turns to Marion Street at all times from the driveway serving Copernicus Lodge, 66 Roncesvalles Avenue, on the south side of Marion Street, 42 metres west of Roncesvalles Avenue;
3. prohibit stopping at anytime on the south side of Marion Street, from Roncesvalles Avenue to a point 61.6 metres west;
4. introduce a one-way eastbound operation on Parkdale Road between Indian Road and Glendale Avenue; and

5. approve an all-way “Stop” control at the intersection of Garden Avenue and Glendale Avenue.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Toronto Transportation Services 2007 operating budget.	\$1,200.00

BACKGROUND

The Sunnyside Residents’ Traffic Committee, with assistance from Transportation staff, initiated a study to address concerns identified by residents in the area bounded by Wright Avenue to the north, Parkside Drive to the west, The Queensway to the south and Roncesvalles Avenue to the east.

The Sunnyside Avenue Residents’ Traffic Committee had an inaugural meeting in October 2005, at which time the residents summarized concerns in the Sunnyside Area, which focused on traffic volumes, vehicle speeds and parking controls.

Based on the subsequent consultation process and the consensus reached at a residents meeting held in May 2007, Councillor Gord Perks requested Transportation Services to report on the traffic improvements developed by the Sunnyside Avenue Residents’ Traffic Committee.

COMMENTS

The traffic improvements outlined below, as developed by the Sunnyside Avenue Residents’ Traffic Committee, are intended to improve traffic safety within the community. These measures will not affect TTC from a service perspective.

Marion Street – Introduce two-way traffic operation

Marion Street, between Roncesvalles Avenue and Sunnyside Avenue, operates one-way westbound. The street is a local roadway with a maximum 40 km/h speed limit. The daily traffic volume is approximately 1200 vehicles per day. The road width is 6.1 metres, with on-street parking allowed for a maximum period of one hour, from 10:00 a.m. to 6:00 p.m., and three hours from 6:00 p.m. to 12:00 a.m.. Permit parking is in effect from 12:01 a.m. to 10:00 a.m. daily.

The driveway to Copernicus Lodge (66 Roncesvalles Avenue) is located on the south side of Marion Street, 42 metres west of Roncesvalles Avenue. Local residents are concerned that the existing one-way operation filters motorists exiting from the Copernicus Lodge through the neighbourhood.

The residents are requesting that Marion Street operate two-way from Roncesvalles Avenue to the public lane located on the north side of Marion Street, 61.6 metres west of Roncesvalles Avenue. They are also requesting a northbound left turn prohibition for

motorists exiting the driveway serving Copernicus Lodge on the south side of Marion Street.

Marion Street is too narrow to maintain parking with two-way traffic. Although the Sunnyside Avenue Residents' Traffic Committee did not include this in their request, parking should be removed within this section of Marion Street to allow two-way traffic. Transportation staff did identify to the Committee that introduction of two-way traffic on this section of Marion Street would have parking implications. Six parking spaces will be eliminated. The loss of these parking spaces will not displace existing on-street permit holders.

The introduction of a northbound left turn prohibition from the driveway serving Copernicus Lodge, coupled with changing Marion Street to a two-way traffic operation, will direct non-local traffic out of the neighbourhood.

Parkdale Road – Introduce one-way eastbound traffic operation

Parkdale Road, between Indian Road and Glendale Avenue, is a two-way local street running east/west, with a maximum 40 km/h speed limit. The daily traffic volume is approximately 1600 vehicles per day. The road width is 8.5 metres, with on-street parking allowed on the north and south sides for a maximum period of one hour at all times and days. Permit parking is in effect on the north side of Parkdale Road from 12:01 a.m. to 10:00 a.m. daily.

Residents are requesting that Parkdale Road, from Indian Road to Glendale Avenue, be changed to a one-way eastbound operation. Because on-street parking is currently allowed on both sides, the travelled width of the street is reduced to 4.5 metres. As a result two-way traffic flow is competing within this narrow corridor. Residents are being delayed, parked cars have been damaged, and safety is a concern. Introducing a one-way eastbound traffic operation on Parkdale Road addresses these concerns.

Transportation staff had recommended the Traffic Committee consider changing Merrick Street to a one-way westbound traffic operation to address the same issues. However, Committee representatives from Merrick Street opposed any change in direction of travel on their street, prompting the Traffic Committee to reject the proposition.

Changing Parkdale Road, between Indian Road and Glendale Avenue, to a one-way eastbound traffic operation will result in a redistribution of approximately 500 vehicles per day onto adjoining streets within the community. Overall traffic safety will be improved along Parkdale Road with the introduction of a one-way eastbound traffic operation.

Garden Avenue and Glendale Avenue – Introduction of All-Way Stop Control

Garden Avenue is a one-way local street in a westbound direction. Glendale Avenue is a two-way local street with "Stop" controls for northbound and southbound traffic at

Garden Avenue. Both streets have a maximum speed limit of 40 km/h. There is no TTC service on these streets.

We reviewed the Toronto Police Service collision records and found one collision at this intersection during the three-year period ending December 31, 2006. This collision could have been preventable by an all-way “Stop” control.

Transportation Services evaluated the subject intersection against the all-way “Stop” warrants, that include such factors as right-of-way conflicts; vehicular, cyclists and pedestrian usage; physical and geometric configuration; surrounding traffic control and safety experience. Although the minimum all-way “Stop” sign control warrant requirements are not satisfied, introducing a Stop sign on Glendale Avenue at Garden Avenue is supported by Sunnyside Avenue Residents’ Traffic Committee and area residents and it would enhance the operational safety for pedestrians, cyclists and motorists.

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENT

Drawing No. 421F-9023, dated July 2007

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