



STAFF REPORT ACTION REQUIRED

Parking Amendments – Lynn Williams Street

Date:	August 25, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 19
Reference Number:	Ts09148te.top.doc

SUMMARY

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

Transportation Services was requested by Deputy Mayor Joe Pantalone to investigate safety concerns at the intersection of Lynn Williams Street and the private driveway north of East Liberty Street. To improve sightlines for motorists and enhance operational safety at the intersection of Lynn Williams Street/East Liberty Street and the point where the private driveway intersects Lynn Williams Street, staff recommend prohibiting parking around the curve, opposite the driveway. There will be a loss of about five on-street parking spaces.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Approve implementation of a “No Parking Anytime” regulation on the east and south sides of Lynn Williams Street, between East Liberty Street and a point 15.0 metres east of the north-south branch of Lynn Williams Street.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services 2009 Operating Budget	\$200.00

ISSUE BACKGROUND

Transportation Services was requested by Deputy Mayor Joe Pantalone to investigate safety concerns at the intersection of Lynn Williams Street and the private driveway leading to the supermarket north of East Liberty Street.

COMMENTS

Current conditions

Lynn Williams Street generally runs east-west, turning 90 degrees to the south at the western end to intersect the north side of East Liberty Street. The north-south section of Lynn Williams Street is about 22 metres long. On the north side of the 90 degree curve there is a two-way driveway leading to a parking lot at the “Metro” supermarket. There is no TTC service on Lynn Williams Street.

From the motorists’ viewpoint, the combination of the driveway and the right-angle bend of Lynn Williams Street is that of a “T-type” intersection, with Lynn Williams Street forming the east and south legs, and the driveway forming the north leg. The north leg driveway is separated from Lynn Williams Street by a narrow concrete curb that is level with the pavement surface. Motorists exiting this driveway are controlled by a “Stop” sign. Parking is prohibited at all times on the west and north sides of Lynn Williams Street. Parking is allowed on the east and south sides of Lynn Williams Street, where the unsigned, three-hour maximum parking limit is in effect at all times.

Proposed Operation

Vehicles parked around the inner curve of Lynn Williams Street create potential sightline obstructions for motorists. To improve sightlines for motorists travelling between the south and east legs of Lynn Williams Street staff recommend prohibiting parking at all times on the east and south sides of Lynn Williams Street, from East Liberty Street to a point 15.0 metres east of the north-south branch of Lynn Williams Street (around the curve). Additionally, the following signage and pavement marking modifications, which do not require Council approval, should be undertaken at the same time:

- Install a solid yellow centre line from the south intersection leg to/from the east intersection leg, directing motorists on Lynn Williams Street around the curve; and
- Install advisory (yellow/black) curve warning signs for northbound and westbound motorists on Lynn Williams Street to indicate the 90 degree change in the horizontal alignment.

These proposed changes in proximity to the intersection of Lynn Williams Street and the private driveway north of East Liberty Street will provide better delineation of the right-of-way for motorists and improve sightlines. About five on-street parking spaces will be eliminated on Lynn Williams Street.

Future Re-alignment

In addition to the measures noted above, physical changes are being reviewed at this intersection to better delineate that Lynn Williams Street is a through roadway and prevent any potential confusion over the right-of-way with motorists to/from the private driveway. Any physical changes to the alignment constitute a highway alteration and will be addressed in a subsequent report to Toronto and East York Community Council, once the design details are finalized.

CONTACT

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SIGNATURE

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ATTACHMENTS

Drawing No. 421F-9757, dated August 2009

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