



**STAFF REPORT
ACTION REQUIRED**

Two-way Operation – Euclid Avenue, south of Ulster Street

Date:	July 20, 2010
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 19
Reference Number:	Ts10120te.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 has been requested by Deputy Mayor Joe Pantalone to convert the section of Euclid Avenue, between Ulster Street and the first lane south, from one-way northbound to two-way operation. The proposed change is recommended and is intended to provide local residents with improved access.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Rescind the one-way northbound regulation on Euclid Avenue, from Queen Street West to Bloor Street West.
2. Rescind the one-way northbound regulation on Euclid Avenue, from the first lane north of College Street to Follis Avenue.
3. Rescind the one-way northbound operation on Euclid Avenue, from Harbord Street to Herrick Street.
4. Approve implementation of a one-way northbound regulation on Euclid Avenue, from the first lane north of College Street to the first lane south of Ulster Street.

5. Approve implementation of a one-way northbound regulation on Euclid Avenue, from Ulster Street to Bloor Street West.
6. Approve the prohibition of parking at all times on the east side of Euclid Avenue, between a point 42.6 metres south of Ulster Street and a point 18.5 metres further south.

Financial Impact

Funding for the installation of signs and pavement markings in the estimated amount of \$800.00 is available within Transportation Services 2010 Operating Budget.

ISSUE BACKGROUND

Transportation Services was requested by Deputy Mayor Joe Pantalone to investigate and report on converting Euclid Avenue, from Ulster Street to the first lane south, to two-way operation to provide local residents with improved access.

COMMENTS

Current Conditions

Euclid Avenue is a local roadway that operates one-way in the northbound direction with a pavement width of 7.3 metres. It has a daily one-way traffic volume of approximately 2,000 vehicles and a speed limit of 30 km/h (speed humps installed). There is no TTC service on Euclid Avenue.

A public lane intersects Euclid Avenue, about 35 metres south of Ulster Street. This lane system provides access to properties on Manning Avenue, Euclid Avenue and Palmerston Boulevard. A modular traffic island is located on the west side of Euclid Avenue, immediately south of the lane. Due to the existing one-way operation of Euclid Avenue, residents approaching from the north and wishing access to the lane system must take a circuitous route and enter from the south by way of College Street and Euclid Avenue.

Alternate side parking regulations are in effect on Euclid Avenue with the following restrictions coinciding with the times that parking is allowed:

- “No Parking Except by Permit, 12:01 a.m. to 10:00 a.m., daily”; and
- Two-hour maximum parking at all other times.

On the section of Euclid Avenue, between College Street and Ulster Street, there are 24-25 potential parking spaces available and 57 permits have been issued to residents. The permit parking system operates on an area basis (Area 4D). Given the ratio of potential parking spaces to permits issued, parking on Euclid Avenue is in high demand.

Proposed Operation

To provide better access for area residents, the section of Euclid Avenue, between Ulster Street and the first lane south, could be converted from one-way northbound to two-way operation. The existing pavement width on Euclid Avenue is generally less than what is preferred for two-way traffic with on-street parking. However, due to the demand for on-street parking in the area, as well as the fact that this is a short section of roadway with relatively low traffic volume, on-street parking will be maintained for the time being. If implementation of two-way traffic on this section of Euclid Avenue is approved by the community council, staff will monitor this location and will report further on prohibiting parking if traffic/parking conflicts are occurring.

Ending a two-way street at a point where an opposing one-way regulation begins is potentially problematic. Therefore, the modular traffic island should remain at the present location as a precautionary measure to discourage southbound motorists on Euclid Avenue from proceeding past the lane into the one-way northbound section of the street.

Housekeeping Issues

The staff review of the above-noted issue also determined that the following regulations on Euclid Avenue are not authorized by the traffic by-law:

- signs are posted that allows parking on the west side of Euclid Avenue to within two metres of Ulster Street; and
- signs are posted that prohibit parking at all times on the east side of Euclid Avenue in the vicinity of the modular traffic island.

The first item conflicts with the City-wide by-law. The by-law states that at an unsignalized intersection, parking is prohibited at all times within nine metres. This is a safety requirement to ensure that sight lines are maintained across the corner and that pedestrians crossing at the intersection are not impeded by parked cars. We will relocate the corner parking prohibition to a point seven metres further south. This change does not require a by-law amendment. Although it will appear that a parking space has been lost, in fact no legal parking spaces are being removed and regardless of the location of the present sign, a vehicle parked within 9 metres of the corner could be tagged for being parked illegally. This change will be made regardless of whether or not the one-way-to-two-way operation on Euclid Avenue is approved.

The second item regarding the parking prohibition near the modular traffic island requires a by-law amendment to match the existing signs posted in the field. The parking prohibition is required to maintain unimpeded traffic flow adjacent to the island. This amendment is outlined and will be addressed with the approval of Recommendation 6 of this report.

The staff review also detected inconsistencies and over-lapping sections in the traffic by-law related to the current one-way northbound operation on Euclid Avenue. These inconsistencies as well as the provision of two-way traffic on the section of Euclid Avenue from Ulster Street to the first lane south will be resolved with the approval of Recommendations 1 to 5 of this report.

With these recommendations, Euclid Avenue, between Queen Street West and Follis Avenue (the entire length) will operate one-way northbound with the exception for the following three sections where it will operate with two-way traffic:

- between College Street and the lane first north (existing condition);
- between Ulster Street and the lane first south (the proposed condition); and
- between Bloor Street West and a point 62 metres north (existing condition).

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
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ATTACHMENTS

Drawing No 421G-0088, dated July 2010

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