SUMMARY

Transportation Services (Public Realm, Cycling Infrastructure and Programs, and District Operations), Technical Services, City Planning (Urban Design) and Cultural Services have been working together with Councillor Janet Davis and the local community to coordinate a number of improvements to Dawes Road. As part of this work, Transportation Services is requesting authority to realign Dawes Road at Victoria Park Avenue and to construct parking lay-bys on the west side of Dawes Road, north and south of Gower Street.

The proposed realignment of the intersection will address safety concerns and conflicts between vehicles exiting Ferris Road and vehicles travelling southbound on Dawes Road. It will improve the pedestrian environment by providing continuous sidewalks for pedestrians travelling between either Dawes Road or Ferris Road and Victoria Park Avenue. It will also increase green space and provide an opportunity for civic improvements and public art.

The provision of parking lay-bys on Dawes Road will provide parking for the commercial establishments in this vicinity, and will form part of a plan for streetscape improvements.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve the alteration of Dawes Road at Victoria Park Avenue and Ferris Road to realign the intersection generally as shown on Drawing No. 421G-0238, dated January 2011, attached to the report dated January 28, 2011, from the Director, Transportation Services, Toronto and East York District.
2. City Council approve the alteration of Dawes Road, north of Gower Street and south of Gower Street for the provision of parking lay-bys, generally as shown on Drawing No. 421G-0057, dated June 2010, attached to the report dated January 28, 2011, from the Director, Transportation Services, Toronto and East York District.

3. City Council approve the changes to parking regulations on Dawes Road as detailed in Appendix A, attached the report dated January 28, 2011, from the Director, Transportation Services, Toronto and East York District, to be implemented concurrent with the completion of the construction of the parking lay-bys referred to in Recommendation No. 2,

4. City Council approve the prohibition of northbound and eastbound left turns at all times to/from the driveway to be located immediately north of Dawes Road at Victoria Park Avenue, to be implemented concurrent with the completion of the intersection realignment referred to in Recommendation No. 1.

Implementation Points
The road alterations recommended in this report, along with the approval and installation of bike lanes, greening of the asphalt boulevards, and civic improvements at the Dawes Road and Victoria Park Avenue intersection will be coordinated for implementation in 2011. The public art component will likely be completed in 2012.

Financial Impact
The estimated cost for the realignment of the intersection of Dawes Road at Victoria Park Avenue, and associated signal modifications is $500,000. Funds for this work have been requested in the Transportation Services 2011 Capital Budget.

The estimated cost for the construction of parking lay-bys and associated streetscaping on Dawes Road in the vicinity of Gower Street, and for greening of the boulevards at various locations along Dawes Road is $200,000, funds for which have also been requested in the Transportation Services 2011 Capital Budget.

Funds in the amount of $430,000 have been allocated in the City Planning, Urban Design 2011 Capital Budget for a public art competition, commissioning of the public art, and landscaping around the public art in the vicinity of the Victoria Park Avenue and Dawes Road intersection.

ISSUE BACKGROUND
At the request of Councillor Janet Davis, staff of Technical Services, Transportation Services, City Planning and Cultural Services have been working with Councillor Davis and the local community to coordinate a number of improvements to the safety, pedestrian and cycling environment, and streetscape of Dawes Road.

COMMENTS
Dawes Road is a minor arterial roadway that runs generally north/south between Victoria Park Avenue and south of Danforth Avenue. It operates as one travel lane in each direction with some left turn lanes, has a speed limit of 50 km/h, and carries a daily traffic volume of approximately 14,000 vehicles. The Toronto Transit Commission
operates the 23 DAWES and the 404 EAST YORK bus routes on Dawes Road and the 24 VICTORIA PARK bus route on Victoria Park Avenue.

**Intersection of Dawes Road and Victoria Park Avenue**

Dawes Road intersects with Ferris Road and Victoria Park Avenue in an unusual configuration. Motorists destined from Victoria Park Avenue to southbound Dawes Road exit to the right along a channelized lane north of the signalized intersection. Northbound motorists on Dawes Road curve to the right at Ferris Road, then access Victoria Park Avenue at a signalized intersection. Northbound motorists on Victoria Park Avenue cannot access Dawes Road. Motorists travelling eastbound on Ferris Road must stop at a stop sign at Dawes Road, and then travel straight through to the signalized intersection. On Victoria Park Avenue at the signalized intersection with Dawes Road, there are two lanes in each direction. There is an unused bus bay on the west side of the intersection and there is a driveway access to an apartment building on the east side which is not controlled by the traffic signals.

According to the Toronto Police Service collision records for the five-year period ending December 31, 2009, 23 collisions have occurred at the intersection of Dawes Road and Ferris Road. Of these, 16 involved motorists exiting eastbound from Ferris Road colliding with southbound vehicles on Dawes Road, and one involved a pedestrian crossing north-south along Ferris Road. The fairly recent addition of a flashing red light over the stop sign has had no measurable effect on this continuing collision pattern. In addition, during this same time period, there were three collisions within the southbound channel on Dawes Road, one of which involved a cyclist. At the signalized intersection of Victoria Park Avenue and Dawes Road 18 collisions occurred during the five years, none of which involved a pedestrian or cyclist.

The environment in this area is not conducive to pedestrians. There is no sidewalk on the west side of Victoria Park Avenue between the channelized lane to Dawes Road and the signalized intersection. The sidewalk continues south on the west side of Dawes Road and pedestrians wishing to continue on Victoria Park Avenue must cross through Dawes Road traffic to get back to the intersection. Pedestrians heading to Victoria Park Avenue from Ferris Road must cross through both directions of Dawes Road traffic at the point where northbound traffic is curving to meet Victoria Park Avenue. Overall, this intersection is complicated and confusing for all users.

In order to address the safety concerns at Ferris Road and improve the pedestrian environment, it is proposed to relocated the intersection of Dawes Road and Victoria Park Avenue further to the north. The proposed changes are shown in the attached Drawing No. 421G-0238. The channelized lane for southbound Dawes Road will be closed, and traffic will be required to turn right through the intersection. Since a minimal number of motorists turn right from Dawes Road to Victoria Park Avenue, a single eastbound lane will be provided. Ferris Road will operate as any other stop-controlled intersection and will now be located south of the curve to Victoria Park Avenue. The northwest corner of the intersection of Ferris Road and Dawes Road will be modified to reduce the corner radius. Sidewalks will be provided along Victoria Park Avenue and Dawes Road. The
The proposed changes should be less complicated for all users and the pedestrian environment should be substantially improved. Moving the intersection to the north also creates a large area that has been identified for streetscaping and the installation of public art.

**Parking Lay-bys at Gower Street**

On Dawes Road, immediately south of Gower Street, there is a strip of commercial establishments on the west side. There is a pedestrian sidewalk immediately adjacent to the roadway with a fairly wide asphalt boulevard between the store frontage and the sidewalk. Curb stones have been placed to prevent parking on this boulevard, which is in poor condition.

North of Gower Street, there is a new townhouse development on the west side and immediately to the north of that there is another strip of commercial establishments. They also have an asphalt boulevard between the store fronts and the concrete sidewalk which is in poor condition.

The existing parking regulations in the vicinity of Gower Street are signed as follows:

**West side:**
- No parking anytime within 30.5 metres of Gower Street;
- Parking is allowed for a maximum of one hour, except when stopping is prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday;

**East side:**
- Parking is allowed at all times for a maximum of three hours; and
- Stopping is prohibited from 4:00 p.m. to 6:00 p.m., Monday to Friday.

At the request of Councillor Davis, Transportation Services staff has reviewed the feasibility of providing parking lay-bys to service the retail businesses in these areas. Public Realm staff have also looked at streetscaping possibilities, including planters, to improve the boulevards and the pedestrian environment.

Drawing No. 521G-0057 shows the proposed lay-bys on the west side of Dawes Road north and south of Gower Street. These lay-bys would provide parking for approximately 8 vehicles south of Gower Street and approximately 5 vehicles in the area north of Gower Street. Currently there is parking for approximately 7 vehicles south of Gower Street and 8 vehicles north of Gower Street. Since the lay-bys would remove parked vehicles from the travelled portion of the roadway, the parking and stopping regulations can be changed to allow parking at all times for a maximum of one hour. This proposal will benefit the
local commercial businesses by providing parking at all times with a regular turnover. The improvements to the boulevards should also improve the environment for pedestrians and customers frequenting these businesses.

**Dawes Road improvements**

In addition to the improvements proposed at the Dawes Road and Victoria Park Avenue and Ferris Road intersections, and the lay-bys proposed in the vicinity of Gower Street, other improvements have been identified for Dawes Road.

At the intersection of Dawes Road and Victoria Park Avenue, a large area of public open space will be made available with the relocation of the intersection. This area has been identified by City Planning, Urban Design as an opportunity for public art and associated landscaping. A public art competition will be held in 2011 and the successful design will be implemented in this space once the road and sidewalks are in place. Installation of the public art is expected in 2012.

At many locations along Dawes Road, there are asphalt boulevards between the concrete sidewalk and the adjacent properties. These have been reviewed, and wherever possible the asphalt will be replaced with sod.

Dawes Road has been identified in the City of Toronto Bike Plan for bicycle lanes between Danforth Avenue and Victoria Park Avenue. A report recommending approval of these lanes will be made to the Public Works and Infrastructure Committee in 2011.

**CONTACT**

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**SIGNATURE**

Andrew Koropeski, P. Eng.
Director, Transportation Services
Toronto and East York District

**LIST OF ATTACHMENTS**

(1) Drawing No. 421G-0238, dated January 2011 – Ferris Rd., Dawes Rd., Victoria Park Avenue
(2) Drawing No. 421G-0057, dated June 2010 – Dawes Rd at Gower Street
(3) Appendix A – Parking Regulations