TORONTO

STAFF REPORT
ACTION REQUIRED

Traffic Regulations – Area Bounded by Lumsden Avenue, Dawes Road, Danforth Avenue and Main Street

Date:	February 6, 2013
To:	Toronto and East York Community Council
From:	Acting Director, Transportation Services, Toronto and East York District
Wards:	Beaches-East York, Ward 31
Reference Number:	Ts2013055te.top.doc

SUMMARY

Transportation Services is seeking authority from City Council to prohibit standing on the west side of Eastdale Avenue and on the south side of Lumsden Avenue, and to reduce the 50 km/h speed limit to 40 km/h on Eastdale Avenue. This is part of a traffic study for an area bounded by Lumsden Avenue, Dawes Road, Danforth Avenue and Main Street.

Other traffic proposals for this area are dealt with in a companion report "40 km/h speed limits– Area Bounded by Lumsden Avenue, Dawes Road, Danforth Avenue and Main Street" requiring Toronto and East York Community Council approval.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council prohibit standing at all times, on the west side of Eastdale Avenue, from a point 54 metres north of Goodwood Park Crescent to Lumsden Avenue.

2. City Council prohibit standing at all times, on the south side of Lumsden Avenue, between Eastdale Avenue and a point 27.5 metres further west.

3. City Council enact a 40 km/h speed limit on Eastdale Avenue, from Secord Street to Lumsden Avenue.

Financial Impact

All costs associated with the parking and speed limit changes in the estimated amount of $800.00, are included in the Transportation Services Division 2013 Operating Budget.

ISSUE BACKGROUND

On September 11, 2012, Toronto and East York Community Council referred Item TE18.15, entitled " 90 Eastdale Avenue and 2 Secord Avenue – Appeal of Zoning Amendment and Site Plan Application- Request for Direction Report ", requesting the General Manager of Transportation Services to review issues raised in the revised traffic study and report to Toronto and East York Community Council in January 2013 with any recommendations to address these and other concerns raised by residents, including: neighbourhood traffic infiltration; difficult turns at Goodwood Park Crescent and Dawes Road intersection; prohibiting parking on the west side of Eastdale Avenue, north of the entrance to 90 Eastdale Avenue; and the road design and function at the merger of Lumsden Avenue and Eastdale Avenue.

COMMENTS

Area residents have had concerns of neighbourhood infiltration and speed of traffic for many years in this area. A proposed new development has generated more interest and concerns about further increase in traffic on area streets. As a result of the proposed new development, the applicant's transportation consultant prepared a Traffic Impact Study. In the study, the consultant estimated that the new development would generate 68 two-way trips during each of the morning and afternoon peak hours.

Neighbourhood Traffic Volumes

The study area is bounded by Lumsden Avenue, Dawes Road, Danforth Avenue and Main Street. The arterial roadways in this area are:

- Danforth Avenue.
- Dawes Road.
- Main Street.

The roadways classified as collector roadways are:

- Lumsden Avenue, between Main Street and Eastdale Avenue.
- Eastdale Avenue, between Lumsden Avenue and Secord Avenue.
- Secord Avenue, between Dawes Road and Barrington Avenue.
- Barrington Avenue between Secord Avenue and Doncaster Avenue.
- Doncaster Avenue between Main Street and Barrington Avenue.

All other streets within this study area are classified as local roadways. TTC service is provided on Lumsden Avenue, Eastdale Avenue, Secord Avenue, Main Street and Danforth Avenue.

Appendix "A" attached to this report represents two-way 24-hour traffic counts within this area. The main route for motorists is Lumsden Avenue and Eastdale Avenue as they travel east-west to access either Dawes Road to the east or towards the Don Valley to the west. Both Barrington Avenue and Doncaster Avenue are used by motorists dropping off

or picking up students at Secord Elementary School, Institute for Child Development, Creche Child and Family Clinic and the Neighbourhood Information Centre.

The historical traffic counts for Danforth Avenue, Main Street and Dawes Road have shown no change or a reduction in volume over the years. These traffic volumes are similar to other local, collector and arterial roadways throughout the City. Given the trip generation that the consultant has provided for the proposed new development and existing road classifications, the additional future traffic volumes of 68 two-way trips during the morning and afternoon periods will have minimal impacts on the area intersections, and therefore, can be accommodated within the road network.

Transportation Services did review a number of options to mitigate some of the traffic volume in the study area. These include peak period turn prohibitions or one-way streets. However, these options might result in inconvenience to local residents having to travel circuitous routes to their homes. Also, they may reduce traffic on some streets while adding traffic to other streets in the neighbourhood. Such plans have been implemented elsewhere in the City but can only be done when there is a consensus achieved amongst the residents who will be impacted by any such proposal.

There is a process which should be followed to ensure successful development of a Traffic Management Plan within a community. A Traffic Committee is established with representation from the whole area. This Committee, working with the Councillor, would submit a request to Community Council requesting authority to develop an area Traffic Management Plan, and that Transportation Services provide resources in identifying the issues and potential resolutions. During this process, the Traffic Committee would provide the community updates to inform and ensure support for potential resolutions. Upon completion of this process, and if there is community consensus, the Traffic Management Plan is presented to Community Council for approval. If approved, the plan is approved and implemented, Transportation Services would monitor, identify and recommend any changes that might be required to improve the effectiveness of the plan.

It is recommended that this process be followed to identify the issues of concern and to determine whether there is support within this community to make any operational changes to existing traffic patterns.

Speed Limits

A review of the speed limits in this area has indicated that some of the speed limits are inconsistent within the neighbourhood. As an example, Barrington Avenue has a speed limit of 40 km/h south of Secord Avenue and a 50 km/h speed limit north of Secord Avenue. Lumsden Avenue also has a speed limit of 40 km/h. However, when it connects with Eastdale Avenue, a 50km/h speed limit is in effect on Eastdale Avenue. Coleman Avenue has an existing speed limit of 30 km/h due to the presence of speed humps.

The roadways that are currently designated with a 40 km/h speed limit are as follows:

- Lumsden Avenue, between Woodbine Avenue and Eastdale Avenue.
- Secord Avenue, between Dawes Road and Barrington Avenue.
- Goodwood Park Crescent, between Eastdale Avenue and Dawes Road.
- Balfour Avenue, between Barrington Avenue and Dawes Road.
- Barrington Avenue, between Secord Avenue and Danforth Avenue.
- Main Street, between Danforth Avenue and Lumsden Avenue.

The 40 km/h speed limit warrants consider various roadway characteristics including the presence of schools, parks, sidewalks and long-term parking. The application of the criteria has concluded that the following roads in this area meet the warrant criteria for a 40 km/h speed limit:

- Dentonia Park Avenue, between Palmer Avenue and Dawes Road.
- Palmer Avenue, between Balfour Avenue and Secord Avenue.
- Rosevear Avenue, between Dawes Road and its westerly terminus.
- Newman Avenue, between Rosevear Avenue and Goodwood Park Crescent.
- Doncaster Avenue, between Oak Park Avenue and Barrington Avenue.

Barrington Avenue, north of Secord Avenue does not satisfy the 40 km/h warrant criteria. However, for consistency, it is recommended that this roadway also be considered for the 40 km/h speed limit. As these local roadways have no TTC service, Toronto and East York Community Council must approve these changes. A companion report entitled "40 km/h speed limits– Area Bounded by Lumsden Avenue, Dawes Road, Danforth Avenue and Main Street" has also been submitted for approval.

Eastdale Avenue does not satisfy the 40 km/h warrant criteria. However, for consistency, it is recommended that this roadway also be considered for the 40 km/h speed limit. There is TTC service on Eastdale Avenue and therefore City Council approval is required for this proposal.

Difficult Turns at Goodwood Park Crescent and Dawes Road

Dawes Road is a minor arterial roadway, which operates two-way on a pavement width of 12.6 metres and a maximum speed limit of 50 km/h. Traffic control signals are located approximately 185 metres north of Goodwood Park Crescent at Crescent Town Road, and approximately 120 metres south of Goodwood Park Crescent at Secord Avenue. Goodwood Park Crescent forms a "T"-type intersection at Dawes Road, operates one-way eastbound, has a speed limit of 40 km/h and is “Stop” controlled at Dawes Road.

Area residents have complained about the length of time required to make an eastbound left turn onto Dawes Road at this location, as well as about delays pedestrians experience in crossing Dawes Road. Residents have asked us to review the feasibility of installing traffic control signals at this location.

We conducted a recent 8-hour study at the subject location. At Goodwood Park Crescent, 1,000 vehicles made left turns onto Dawes Road. Approximately 170 pedestrians were recorded crossing Dawes Road in the proximity of Goodwood Park Crescent during the survey period.

A review of the Toronto Police Service collision records revealed that 5 collisions have been reported at the Dawes Road and Goodwood Park Crescent intersection in the three-year period ending December 31, 2012. None of these collisions involved pedestrians or cyclists and none of the collisions were preventable with the installation of traffic control signals.

Based on an eight-hour traffic survey and the collision history the technical warrants for the installation of traffic control signals at Goodwood Park Crescent and Dawes Road are satisfied to the following extent:

Warrant 1:	Minimum Vehicular Volume	65 per cent
Warrant 2:	Delay to Cross Traffic	78 per cent
Warrant 3:	Collision Hazard	0 per cent

To meet the technical requirements for the installation of traffic control signals, one of the "Minimum Vehicular Volume" or "Delay to Cross Traffic" warrants must be 100 percent satisfied, or any two of the three warrants should be at least 80 percent satisfied.

Based on our evaluation of this matter, the technical requirements for the installation of traffic control signals are not satisfied at the intersection of Dawes Road and Goodwood Park Crescent and the installation of signals is not recommended.

Also, the spacing between Goodwood Park Crescent and adjacent crossing controls on Dawes Road is significantly less than the preferred distance of 200 metres. This spacing is established for safety reasons and is considered the distance at which drivers can clearly detect the signal in a cluttered roadway environment, recognize it, and perform the actions required to safely stop.

Parking on Eastdale Avenue

Lumsden Avenue is an east/west two-lane collector roadway. Eastdale Avenue is a two-lane north/south collector roadway that connects with Lumsden Avenue to form a ninety degree corner. Parking is allowed on the west side of Eastdale Avenue and on the south side of Lumsden Avenue, except between the hours of 4:00 p.m. and 6:00 p.m., Monday to Friday, when stopping is prohibited. TTC operates the 62 Mortimer bus route on Lumsden Avenue and on Eastdale Avenue.

When motorists park on the west side of Eastdale Avenue, they create visibility concerns for residents exiting an existing driveway as well as for pedestrian trying to cross the roadway. In addition, vehicles tend to cross the centre line of the roadway when parked vehicles are present. This creates safety issues for TTC buses when opposing traffic and parked vehicles are present.

A review of the Toronto Police Service collision data records revealed that 22 collisions have been reported on Eastdale Avenue, between Lumsden Avenue and Secord Avenue, over a three-year period ending October 31, 2012. Of these 22 collisions, 10 were vehicles that were parked on the west side of Eastdale Avenue and were side-swiped. There were also two pedestrian collisions, one involved a pedestrian who was crossing mid-block and walked into the path of an oncoming vehicle, and the other involved a pedestrian running out from behind a bus shelter. The driver was not charged in either case.

Therefore, standing should be prohibited on the west side of Eastdale Avenue and on the south side of Lumsden Avenue, in the vicinity of their intersection.

Eastdale Avenue and Lumsden Avenue Intersection Design

In 2010 a plan was put forward to redesign the ninety degree corner at Lumsden Avenue and Eastdale Avenue which involved shifting the corner approximately 2 metres further south. This was due mainly to a steep drop-off behind the existing guard rail as mentioned above. Realigning the roadway was more cost effective than installing a retaining wall to provide for the installation of the proposed sidewalk and guide rails. Previously, there was no sidewalk on the northeast corner of Lumsden Avenue and Eastdale Avenue. The pavement area was separated from a pedestrian travelled path by means of a curb and guide rail. Pedestrians created a dirt pathway on either side of the guide rail which they would walk along. There was a sharp drop-off behind the guard rail. Area residents had expressed safety concerns when pedestrians walked in this area. These changes have allowed for the installation of a continuous sidewalk on the north/east corner.

The sidewalk work was completed in early 2012. The road and curb realignment on the southwest corner of Lumsden Avenue and Eastdale Avenue is on-going and is expected to be completed in late 2013. The proposed changes are shown in the attached Drawing No. 421F-9885, dated December 2009.

CONTACT

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SIGNATURE

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LIST OF ATTACHMENTS

(1) Appendix "A" – Traffic Volumes
(2) Drawing No. 421G-0920, dated November, 2012
(3) Drawing No. 421G-0951, dated December, 2012
(4) Drawing No. 421F-9885, dated December, 2009
(5) Drawing No. 421G-0947, dated December 2012

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