



**STAFF REPORT  
ACTION REQUIRED**

**Parking and Pedestrian Safety – O'Connor Drive and St. Clair Avenue East**

<b>Date:</b>	April 23, 2013
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Acting Director, Transportation Services, Toronto and East York District
<b>Wards:</b>	Beaches-East York, Ward 31
<b>Reference Number:</b>	Ts2013099te.top.doc

**SUMMARY**

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Transportation Services is seeking authority from City Council to amend the parking regulation on the west side of O'Connor Drive, between St. Clair Avenue East and Skopje Gate, to implement a one-hour maximum parking limit.

In addition, this report reviews existing traffic control measures at the intersection of St. Clair Avenue East and O'Connor Drive to facilitate safer pedestrian crossing.

**RECOMMENDATIONS**

**Transportation Services recommends that:**

1. City Council rescind the existing parking prohibition on the west side of O'Connor Drive, between St. Clair Avenue East and Skopje Gate.
2. City Council implement a one-hour maximum parking limit to be in effect between 9:00 a.m. to 4:00 p.m. and 6:00 p.m. to 7:00 a.m., Monday to Friday and all times Saturday and Sunday, on the west side of O'Connor Drive, between St. Clair Avenue East and Skopje Gate.

**Financial Impact**

Funding for the installation of signs in the estimated amount of \$1,500.00 is available within the Transportation Services 2013 Operating Budget.

**ISSUE BACKGROUND**

On November 27, 2012, City Council referred Item PG19.2, entitled "O'Connor Drive Avenue Study – Toronto and East York District and North York District – Final Report",

to the Acting Director, Transportation Services, Toronto and East York District, to review and make recommendations for changes to:

- a) Existing parking by-laws for O'Connor Drive, between St. Clair Avenue East and Northline Road, to increase the availability of the parking for local businesses; and
- b) The existing traffic control measures at the intersection of St. Clair Avenue East and O'Connor Drive, to facilitate safer pedestrian crossings; and report to the January 2013 meeting of Toronto and East York Community Council.

## **COMMENTS**

O'Connor Drive, between Sandra Road and Northline Road is a four-lane major arterial roadway operating two-way in a north/south direction with a maximum speed limit of 50 km/h and a road width of approximately 13.5 metres. TTC bus route Nos. 70 and 91 operate on this section of O'Connor Drive. The average weekday traffic volume is approximately 20,000 vehicles. This section of O'Connor Drive has a mixed residential and retail land use. The following parking regulations are in effect on O'Connor Drive, between Sandra Road and Northline Road:

West side:

- No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday;
- No Parking Anytime, between Sandra Road and Skopje Gate; and
- 1-hour maximum parking, between Skopje Gate and Northline Road, at all other times.

East side:

- No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday;
- 1-hour maximum parking at all other times; and
- Lay-by Pay-and-Display parking for a maximum period of three hours between St. Clair Avenue East and Gardens Crescent and between Dohme Avenue and Yardley Avenue.

The majority of residential properties and retail spaces along O'Connor Drive have on-site parking which have access either by private/mutual driveways or a rear lane system.

### **Parking on O'Connor Drive**

Traffic surveys undertaken on O'Connor Drive, between Sandra Road and Northline Road, indicate that traffic volumes have been relatively consistent over the past ten years.

Traffic volumes (vehicles per hour) conducted in June of 2011 on O'Connor Drive, between St. Clair Avenue East and Bermondsey Avenue/Yardley Avenue, during the specified periods are as follows:

Morning Peak		Afternoon Peak		Average Off-Peak	
Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
660	800	940	670	590	570

Based on above-noted traffic volumes parking could be allowed at certain times on the west side of O'Connor Drive, between St. Clair Avenue East and Skopje Gate. The stopping prohibition during the 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday periods should be retained to provide a proper level of service for traffic and public transit operations. Parking should be restricted to a maximum of 60 minutes, to enhance turnover and equitable use of the potential spaces. This one hour parking regulation will be in line with the existing one hour parking regulation on the west side of O'Connor Drive north of Skopje Gate.

Implementation of parking on the west side of O'Connor Drive should not adversely impact operational safety and would provide needed short-term parking for area residents/businesses during the hours when parking is allowed.

### **O'Connor Drive and St. Clair Avenue East – Pedestrian Safety**

O'Connor Drive intersects St. Clair Avenue East at a skewed angle. The northbound approach to St. Clair Avenue East consists of two through lanes and an exclusive right-turn lane. There is a sign in place to indicate to northbound right-turn motorists that they must yield to pedestrians crossing in the intersection. The southbound approach to St. Clair Avenue East consists of an exclusive left-turn lane and two through lanes with a shared right lane. The westbound approach to O'Connor Drive consists of an exclusive left-turn lane, one shared left-turn and through lane and an exclusive channelized right-turn lane with a traffic island. This exclusive right-turn traffic lane at the traffic island is controlled by a "Yield" sign at O'Connor Drive. The eastbound approach to O'Connor Drive consists of one through lane with shared left and right turns.

The intersection of St. Clair Avenue East and O'Connor Drive is controlled by traffic signals. The north/south (O'Connor Drive) and westbound (St. Clair Avenue East) phases currently operate on a fixed-time basis. The eastbound (St. Clair Avenue East signal) phase, including the pedestrian crossing of the south leg, is activated either by a detector in the roadway for vehicles or a push button for a "Walk" signal for pedestrians. A northbound right-turn green arrow is provided for O'Connor Drive traffic. This arrow operates simultaneously during the St. Clair Avenue East westbound green phase to help reduce vehicular intersection delays. During this phase, pedestrians are not permitted to cross St. Clair Avenue East. Pedestrian signal heads and ramps are installed at all approaches at this intersection. We reviewed the signal timings at this intersection and advise that there is sufficient walk time provided for pedestrians to cross comfortably at all approaches at this intersection. The pedestrian crossing pavement markings were refreshed in 2012 and are clearly visible. A recent traffic study indicated that a total of

687 pedestrians cross at this intersection over an eight-hour period during a typical week-day.

As part of our observations, we did notice some conflicts between pedestrians and westbound right-turn motorists from St. Clair Avenue East onto O'Connor Drive. As this location is controlled by a "Yield" sign, there is some uncertainty between pedestrians and motorists as to right-of-way. Motorists are also looking to their left for oncoming traffic and may not notice pedestrians on their right. To mitigate this, it is recommended that we replace the "Yield" sign with a more stringent "Stop" sign control. This will provide for a safer crossing environment for pedestrians.

This intersection is scheduled for the installation of zebra crossings and audible pedestrian signals in the near future. These additional enhanced features will further improve the overall crossing environment at this intersection.

We reviewed the feasibility of removing the traffic island to create a one-stage crossing on the south side of O'Connor Drive. To do this we would have to extend the sidewalk further south, creating an acute angle and eliminating the exclusive right turn lane. As a result, an exclusive westbound left turn lane and a shared left, through and right turn lane would remain. With this lane reduction there would be significant delays for westbound traffic. In addition, there is an existing bank at this corner with two driveways on St. Clair Avenue East and one driveway on O'Connor Drive with an automated ATM drive-thru operating within the parking lot. When westbound traffic is queued up at O'Connor Drive, motorists wishing to make a right turn, would simply cut through the bank parking lot to access O'Connor Drive. This would have negative impacts for bank patrons and pedestrians crossing on the sidewalk in close proximity to the driveway.

Toronto Police Service collision records indicate that there were 62 collisions reported over a three year period ending September 30, 2012. Of these, two involved pedestrians that occurred in 2010 and 2011. In both collisions, pedestrians were crossing east/west on the south crosswalk. One involved a pedestrian crossing on the green signal and a northbound right-turning vehicle on red, and the pedestrian suffered minor injury. The driver was charged for failing to yield the right-of-way. In the other collision, a pedestrian was struck crossing against the "Don't Walk" signal by a left-turning vehicle, and suffered moderate injuries. The driver was not charged by the police.

In summary, based on our observations of pedestrian crossing activity, review of the existing signal timings and the overall safety record at this intersection involving pedestrians, this intersection is operating under satisfactory conditions. However, to promote a safer crossing environment for pedestrians, we are recommending replacing the existing "Yield" sign with a "Stop" sign.

## **CONTACT**

Roman Oleksij, Supervisor  
Traffic Operations, Toronto and East York District  
Phone (416) 392-1806  
Fax: (416) 392-1920  
e-mail: [roleksij@toronto.ca](mailto:roleksij@toronto.ca)

## **SIGNATURE**

Jacqueline White, P.Eng.  
Acting Director, Transportation Services  
Toronto and East York District

## **LIST OF ATTACHMENTS**

- (1) Drawing No. 421G-0943, dated April 2013
- (2) Drawing No. 421G-0944, dated January 2013
- (3) Drawing No. 421G-0969, dated January 2013
- (4) Drawing No. 421G-1069, dated April 2013

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