Highway Alterations and Installation of Stop Controls – Maria Street at St Johns Place

Date: January 14, 2014
To: Etobicoke York Community Council
From: Director, Transportation Services - Etobicoke York District
Wards: Ward 13 – Parkdale-High Park
Reference Number: p:\2014\Cluster B\TRA\EtobicokeYork\eycc140013-to

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

The purpose of this report is to obtain authorization for roadway alterations related to amending the curb radii at the intersection of Maria Street and St Johns Place. The existing layout of this intersection results in this intersection being treated as a reverse curve by motorists. By amending the curb on the northeast corner, this will more clearly define this as an intersection and will also better accommodate the installation of stop controls.

RECOMMENDATIONS
Transportation Services recommends that Etobicoke York Community Council approve:

(1) The alterations and modifications on Maria Street at St Johns Place, for amending the radii on the northeast and southeast corners of the intersection by constructing a new curb and adjusting the existing sidewalk, as indicated in Appendix “A”, and generally shown on the attached sketch as Attachment 1.

(2) The installation of an eastbound and westbound stop control on Maria Street at the intersection with St Johns Place.
Financial Impact

The reconstruction of the intersection of Maria Street and St Johns Place can be accommodated within the Transportation Services 2015 Capital Budget. The installation of the stop signs and pavement marking will be included in the Transportation Services Operating budget ($500.00).

ISSUE BACKGROUND

The uncontrolled intersection of Maria Street and St Johns Place was identified as a concern by area residents and a request was received to redesign and to install stop controls to reduce speeding through the intersection. With the existing layout of the intersection, combined with vegetation and the close proximity of homes, it is difficult for motorists and pedestrians to see approaching traffic on Maria Street.

These highway alterations proposed are shown on the attached map and described in Appendix “A”.

COMMENTS

Maria Street is a two-way local road built to urban standards. The road runs parallel to Dundas Street West between Runnymede Road and Clendenan Avenue. There are currently sidewalks on both sides of the street. A 40 km/h speed limit is posted on this road

St Johns Place is a one-way (southbound) local road built to urban standards with sidewalk on the west side of the street. A parkette is located on the southeast corner of the intersection of Maria Street and St Johns Place.

With the proposed intersection realignment, there is an opportunity to more clearly define this as an intersection and allow for the installation of stop signs for both directions on Maria Street. Staff observations reveal that traffic approaching the intersection is obscured due to the combination of the curve in the road, the building setback and vegetation. As such, visibility for pedestrians crossing this intersection is limited.

The authorization of the road alteration to the City of Toronto Act, 2006, will mitigate the City's legal liability as the road authority. Therefore, it is recommended that Community Council authorize this road alteration and the installation of the stop signs.
CONTACT
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SIGNATURE

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Steven T. Kodama, P.Eng.
Director, Transportation Services, Etobicoke York District

ATTACHMENTS
Appendix “A”
Attachment 1 Map
## Appendix “A”

January 14, 2014

### Location Requiring a Highway Alteration

<table>
<thead>
<tr>
<th>Ward</th>
<th>Street</th>
<th>At</th>
<th>To</th>
<th>Description of Highway Alteration</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>Maria Street</td>
<td>St Johns Place</td>
<td></td>
<td>Reconstructing of the intersection to reduce the radius and adjust the sidewalk location</td>
<td>To enhance the pedestrian environment, reduce speeds through the intersection and improve turning movements</td>
</tr>
</tbody>
</table>