

**St. Dennis Drive – Conversion of Traffic Lanes to On-Street Parking and Bicycle Lanes**

<b>Date:</b>	April 22, 2014
<b>To:</b>	Public Works and Infrastructure Committee
<b>From:</b>	General Manager, Transportation Services
<b>Wards:</b>	26 – Don Valley West
<b>Reference Number:</b>	P:\2014\ClusterB\TRA\TIM\ pw14003tim.docx

**SUMMARY**

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The purpose of this report is to obtain authority to convert one traffic lane in each direction on St. Dennis Drive to bicycle lanes (on both sides) and on-street parking (on one side), from Don Mills Road to Linkwood Lane.

The need for changes to St. Dennis Drive was identified in a staff report on "City Initiatives for Reducing Pedestrian Collisions and Improving Traffic Safety" that was received by the Public Works and Infrastructure Committee in May 2013 (PW23.12). In that report, the intersection of St. Dennis Drive and Deauville Lane was ranked second city-wide in terms of collision rates between pedestrians and motor-vehicles.

Through a community consultation process and in consultation with the Ward Councillor, Transportation staff are recommending a "road diet" to address the pedestrian safety concerns at the intersection of St. Dennis Drive and Deauville Lane. The road diet, which involves re-purposing one lane of traffic in each direction, will also provide additional community benefits, including new on-street parking spaces and buffered bicycle lanes along St. Dennis Drive. The existing traffic volume on St. Dennis Drive can be accommodated in two traffic lanes without a significant impact on transit service or traffic operations.

## RECOMMENDATIONS

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### **The General Manager, Transportation Services recommends that:**

1. City Council approve the installation of bicycle lanes on both sides of St. Dennis Drive between Don Mills Road and Linkwood Lane, as described in Appendix 1 attached to this report; and
2. City Council amend the on-street parking regulations on St. Dennis Drive between Don Mills Road and Linkwood Lane, as described in Appendix 2 attached to this report.

### **Financial Impact**

Funds to implement the bicycle lanes and pavement markings recommended in this report are available in the 2014 Capital Budget and 2015-2023 Capital Plan for Transportation Services in the Cycling Infrastructure account CTP814-05.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

### **DECISION HISTORY**

At its meeting of September 7, 2011, the Public Works and Infrastructure Committee directed staff to respond to the findings contained in a Global News Network Report on the Worst 100 Intersections in the city and also on initiatives that staff are undertaking to improve pedestrian safety across the City of Toronto (PW17.2).

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PW7.12>

On May 15, 2013, the Public Works and Infrastructure Committee received the staff report on "City Initiatives for Reducing Pedestrian Collisions and Improving Traffic Safety" (PW23.12). The report identified a ranking of signalized intersections most prone to pedestrian and vehicular collisions based on collision rate and frequency. The intersection of St. Dennis Drive and Deauville Lane is ranked city-wide as the second highest collision-prone location for pedestrians and vehicles.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW23.12>

### **ISSUE BACKGROUND**

The 2013 staff report, entitled "City Initiatives for Reducing Pedestrian Collisions and Improving Traffic Safety", identified potential immediate, medium and longer-term options for improving pedestrian safety at the intersection of St. Dennis Drive and Deauville Lane, including the following:

- painting zebra-striped crosswalks and stop bars to make the pedestrian crossings more visible;
- delineating left turn lanes to ensure drivers are turning from the proper lane; and
- addressing the excess road capacity (through a “road diet”) by re-purposing one lane of traffic in each direction for on-street parking and other uses.

## COMMENTS

St. Dennis Drive, between Don Mills Road and Linkwood Lane, is a four-lane collector road, which operates with two lanes in each direction, with a speed limit of 50 km/hr. On-street parking is permitted on the north side of St. Dennis Drive from a point 183 metres west Deauville Lane to the Don Valley Parkway overpass and on the south side of St. Dennis Drive from Deauville Lane to the Don Valley Parkway overpass, except between the hours of 8 a.m. and 6 p.m., Monday to Friday. For all other sections of St. Dennis Drive, on-street parking is prohibited at all times. The T.T.C. operates the #100 Flemington Park, the #144 Downtown/Don Valley Express and the #403 South Don Mills bus routes along St. Dennis Drive.

Transportation Services staff conducted a review of St. Dennis Drive and Deauville Lane, including traffic data analysis, site visits, and consideration of best practices for road safety. A public engagement and community consultation process was conducted in February and March of 2013 with the assistance and support of the Ward Councillor and Toronto Public Health, including community contacts, posters in the community, a newspaper notice and newspaper article in the North York Mirror. A public meeting was held on March 19, 2013 at the Flemingdon Park Library and Community Centre to discuss the findings and proposed safety interventions, and to obtain feedback and comments from the public and community members. Area residents identified concerns with high vehicle speeds and also expressed a desire for additional on-street parking.

Through the consultation process a road diet (i.e. the re-allocation of the existing road space) was identified as a way to address the excess capacity of the roadway. Road diets, which involve reducing or eliminating lanes to make more room for cyclists and pedestrians can offer benefits to drivers, cyclists and pedestrians by reducing vehicle speeds and, as a result, improving safety. On St. Dennis Drive the existing traffic volumes, which range from 200 to 500 vehicles per direction in the peak hours, can be accommodated in two traffic lanes. Reducing the number of traffic lanes to one lane per direction, would enable the remaining space to be re-allocated for buffered bicycle lanes and additional on-street parking on one side of the street. Dedicated left turn lanes would also be provided at the signalized intersections along Dennis Drive at Don Mills Road and Deauville Lane. Appendix 3 - St. Dennis Dr. Cross-Section A-A, illustrates the existing and proposed road cross-section at a point west of Deauville Lane. The restriping of the roadway would also include painting zebra-striped crosswalks at the St. Dennis Drive and Deauville Lane intersection to make the pedestrian crossings more visible to drivers.

Based on observed parking demand, it is recommended that full time on-street parking be provided on the north side of St. Dennis Drive, west of Deauville Lane (approximately 36 spaces) and on the south side of St. Dennis Drive east of Deauville Lane (approximately 14 spaces). A total of 50 parking spaces would be provided and the peak demand observed during the parking study was 14 vehicles. Appendix 4 - Bicycle Lane Location Plan - St. Dennis Dr. Don Mills Rd. to Linkwood Ln., illustrates the location of the proposed bicycle lanes and parking.

There will be no significant traffic impact as a result of the proposed road diet. The T.T.C. has been consulted, and has no objection to the proposal for St. Dennis Drive, as described in this report.

## **CONTACT**

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## **SIGNATURE**

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Stephen M. Buckley  
General Manager, Transportation Services

DD/sr

## **ATTACHMENTS**

Appendix 1 – Bicycle Lanes to be Designated  
Appendix 2 – Amendments to Parking Regulations  
Appendix 3 – St Dennis Dr Cross-Section A-A.  
Appendix 4 – Bicycle Lane Location Plan

## APPENDIX 1 – BICYCLE LANES TO BE DESIGNATED

Add the following:

Highway	Between	Lanes	Times or Days
St. Dennis Drive	Don Mills Road and a point 105 metres east of Don Mills Road	Northerly Westbound	Anytime
St. Dennis Drive	A point 105 metres east of Don Mills Road and a point 60 metres east of Deauville Lane	Northerly Westbound adjacent to curb lane used for parking	Anytime
St. Dennis Drive	A point 60 metres east of Deauville Lane and Linkwood Lane	Northerly Westbound	Anytime
St. Dennis Drive	Don Mills Road and a point 73 metres east of Deauville Lane	Southerly Eastbound	Anytime
St. Dennis Drive	A point 73 metres east of Deauville Lane and a point 132 metres west of Linkwood Lane	Southerly Eastbound adjacent to curb lane used for parking	Anytime
St. Dennis Drive	A point 132 metres west of Linkwood Lane and Linkwood Lane	Southerly Eastbound	Anytime

## APPENDIX 2 – AMENDMENTS TO PARKING REGULATIONS

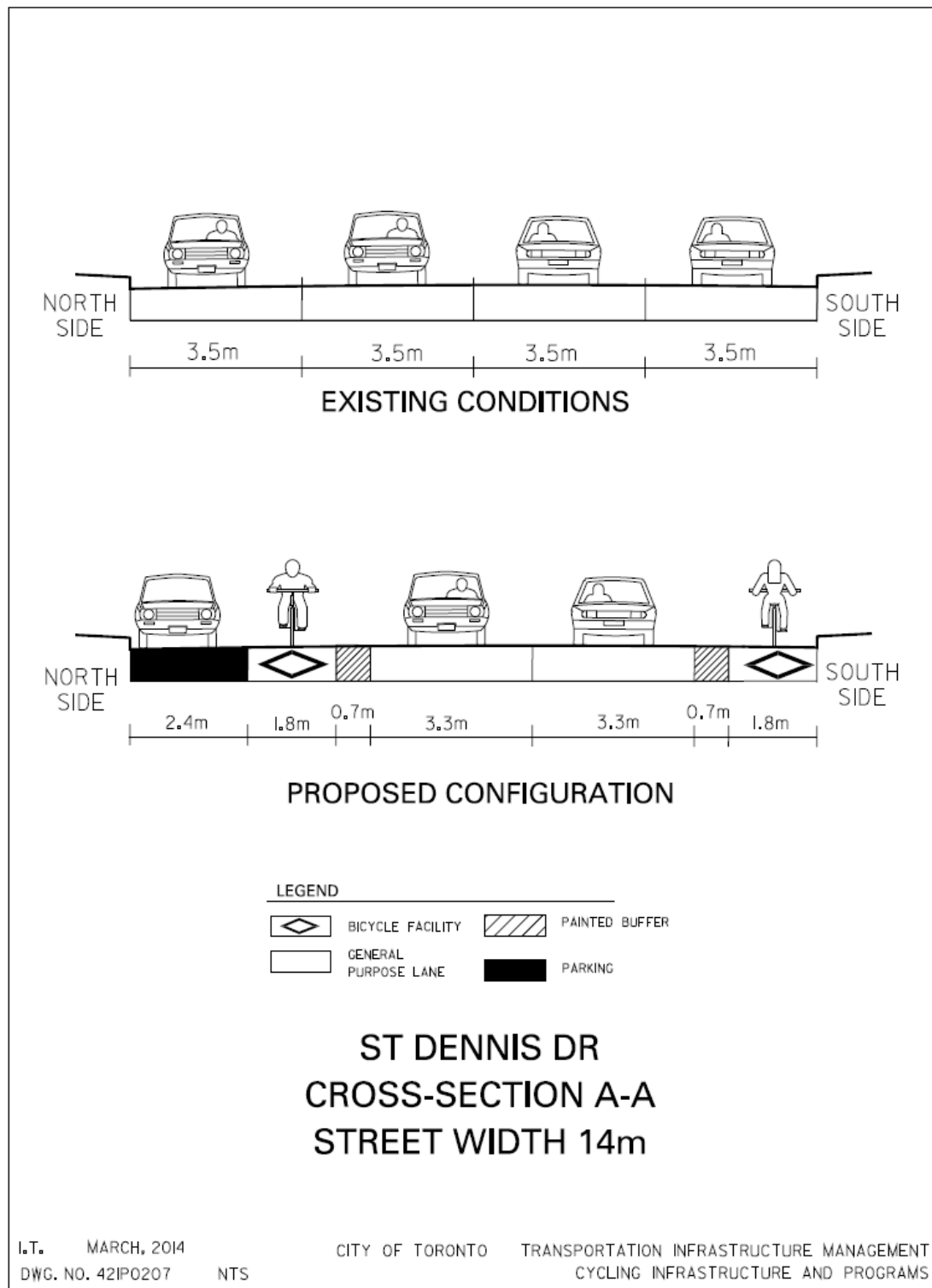
No Parking to be deleted:

<b>Highway</b>	<b>Side</b>	<b>Between</b>	<b>Prohibited Times and/or Days</b>
St. Dennis Drive	North	A point 183 metres west of Deauville Lane and a point 216 metres east of Deauville Lane	8 a.m. to 6 p.m., Mon. to Fri.
St. Dennis Drive	North	Don Mills Road and a point 183 metres west of Deauville Lane	Anytime
St. Dennis Drive	South	Deauville Lane and a point 216 metres east of Deauville Lane	8 a.m. to 6 p.m., Mon. to Fri.
St. Dennis Drive	South	Don Mills Road and Deauville Lane	Anytime

No Stopping to be added:

<b>Highway</b>	<b>Side</b>	<b>Between</b>	<b>Prohibited Times and/or Days</b>
St. Dennis Drive	North	Don Mills Road and a point 105 metres east of Don Mills Road	Anytime
St. Dennis Drive	North	A point 60 metres east of Deauville Lane and Linkwood Lane	Anytime
St. Dennis Drive	South	Don Mills Road and a point 73 metres east of Deauville Lane	Anytime
St. Dennis Drive	South	A point 132 metres west of Linkwood Lane and Linkwood Lane	Anytime

## APPENDIX 3 – ST. DENNIS DRIVE CROSS-SECTION ON



## APPENDIX 4 – BICYCLE LANE LOCATION PLAN

