Traffic Amendments – Area Bounded by Danforth Avenue, Main Street, Lumsden Avenue and Dawes Road – Non-Delegated

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<td>To:</td>
<td>Toronto and East York Community Council</td>
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<td>From:</td>
<td>Director, Transportation Services Toronto and East York District</td>
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<td>Beaches-East York, Ward 31</td>
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SUMMARY

After extensive community consultation, Transportation Services has been requested by Councillor Janet Davis to implement various traffic improvements in the area bounded by Danforth Avenue, Main Street, Lumsden Avenue and Dawes Road, more specifically, Palmer Avenue, Main Street, Doncaster Avenue, and Secord Avenue.

The proposed traffic regulations will promote slower vehicle operating speeds, improve visibility, and provide for a safer pedestrian environment in this area.

Other traffic proposals for this area are dealt with in a companion report "Traffic Regulations – Area Bounded by Lumsden Avenue, Dawes Road, Danforth Avenue and Main Street - Delegated" requiring Toronto and East York Community Council approval.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve the installation of a pedestrian crossover on Secord Avenue at Palmer Avenue.

2. City Council enact a one-hour parking regulation on the south side of Doncaster Avenue to be in effect from 8:00 a.m. to 6:00 p.m., Monday to Friday.
3. City Council approve the installation of a taxicab stand for two taxis on the east side of Main Street, from a point 23 metres north of Danforth Avenue, to a point 11 metres further north.

4. City Council approve the road alteration on the north side of Doncaster Avenue, just west of Chisholm Avenue, generally as shown on Drawing No. 421G-1507, dated July 2014, attached to the July 14, 2014 report entitled "Traffic Regulations – Area Bounded By Danforth Avenue, Main Street, Lumsden Avenue and Dawes Road", from the Director, Transportation Services, Toronto and East York District.

FINANCIAL IMPACT
The estimated cost of installing a pedestrian crossover on Secord Avenue at Palmer Avenue would be $30,000.00 and it would be funded from the Transportation Services Capital Program, subject to competing priorities. The added annual operation and maintenance costs of $2,500.00 associated with this installation would be funded by the annual Transportation Services Operating Budget.

The estimated cost for the road alteration and the installation of the various required signs is $3,800.00, funds for which are available in the Transportation Services 2014 Operating Budget.

ISSUE BACKGROUND
For almost four months, representatives of the residents in this vicinity, Councillor Janet Davis, and staff of Transportation Services have been working on potential solutions to neighbourhood infiltration, safety and operational concerns in their community. Agreement was reached, by the working group, on a number of proposals for improving safety and reducing vehicular speeds in the area. Councillor Davis has requested Transportation Services to report on the results of this work and seek the necessary approvals.

COMMENTS

Issues of Concern
The primary issues of concern identified by area residents are outlined below:

a) Safety concerns with children crossing Secord Avenue at Palmer Avenue.
b) Vehicle speeds and infiltration on Doncaster Avenue, between Main Street and Barrington Avenue.
c) Lack of a pick-up and drop-off location on Main Street in the vicinity of the Subway Station.
d) Motorists going the wrong way on Chisholm Avenue.
Proposals for Change

The following section describes the proposals that met the objectives of the community working group. Namely, they address the issues identified, do not transfer traffic problems to other residents or restrict emergency response, and are supported by the community as a whole.

Pedestrian crossover

Secord Avenue and Palmer Avenue form a T-type intersection. Secord Avenue is the through street and operates two-way with a pavement width of 12.2 metres west and 8.5 metres east of Palmer Avenue. Secord Avenue has a posted speed limit of 40 km/h. Palmer Avenue is the south leg of the intersection and operates two-way with a pavement width of 8.5 metres and a speed limit of 40 kilometres per hour. There are existing pedestrian crosswalk lines and ramps on Secord Avenue on the west side of Palmer Avenue. A crossing guard assists children to cross Secord Avenue during school hours only.

Our review of the Toronto Police Service’s collision data records disclosed that six collisions were reported in this vicinity between January 1, 2010 and December 31, 2013. These collisions did not involve any pedestrians or cyclists.

A pedestrian delay and difficulty survey was conducted at this intersection on April 25, 2012. This survey recorded the number of pedestrians crossing Secord Avenue at and within 50 metres either side of Palmer Avenue and recorded all delays experienced by pedestrians before being able to safely cross Secord Avenue. A total of 309 pedestrians crossed Secord Avenue in the vicinity of Palmer Avenue during the peak eight-hours of the day. The number of pedestrians is factored by a ratio of 2:1 for each unaccompanied child, senior citizen or disabled person crossing the street. A total of one pedestrian experienced delays of 10 seconds or more while waiting to cross Secord Avenue. Of the 340 pedestrians recorded, 150 were children (40 unaccompanied by an adult). It must be noted that delays for pedestrians while waiting to cross the street were mitigated by the presence of a crossing guard who assisted children to cross the street during school start and end times.

The pedestrian crossover warrant criteria are satisfied to the following extent:

- Pedestrian Volume (minimum required 200 in 8 hours) 100 per cent
- Pedestrian Delay (minimum 75) 1 per cent*

* Also assumes a minimum traffic volume of 3,000 vehicles in 8 hours on the street being considered. Traffic volume on Secord Avenue is approximately 2,500 vehicles in the 8-hour survey period

For a pedestrian crossover to be technically warranted, both warrants must be satisfied to 100 per cent.
According to the warrant criteria, the installation of a pedestrian crossover is not justified at this location at this time. However, given that the majority of pedestrians crossing at this location are school children, the presence of Secord Elementary School, Institute for Child Development, Creche Child and Family Clinic and the Neighbourhood Information Centre, traffic volumes exceeding 2500 vehicles over an 8-hour period and the lack of a crossing guard after school hours and week-ends, Transportation Services is recommending the installation of a pedestrian crossover at this location to address safety concerns by area residents.

Neighbourhood Infiltration and Speeding

Doncaster Avenue, between Main Street and Barrington Avenue is classified as a collector roadway operating two-way, eastbound and westbound with a pavement width of 9.6 metres and a speed limit of 40 km/h. Currently, parking is prohibited at all times on the south side of Doncaster Avenue along this section. Parking is also prohibited at all times on the north side with the exception of a Transit Loading Zone located from a point 44 metres east of Main Street and a point 9 metres further east.

As a collector roadway, this section of Doncaster Avenue carries a two-way 24-hour traffic volume of 5000 vehicles, with 85th percentile speeds of 50 km/h. Generally, Doncaster Avenue would have met the criteria for traffic calming in the form of speed humps, however, TTC operates a transit service on this section of roadway preventing the installation of a traffic calming device.

As a result the working group requested that parking be allowed on the south side of Doncaster Avenue to narrow the roadway, thereby, lowering vehicle speeds. Parking can be allowed on the south side of the street for a maximum period of one hour from 8:00 a.m. to 6:00 p.m., Monday to Friday, and a maximum period of three hours at all other times. This would be consistent with the parking regulation on Doncaster Avenue west of Main Street.

Pick-up/Drop-off and Taxicab Stand at Main Station

Main Street is a minor arterial road operating two-way with a pavement width of 9.2 metres. The speed limit is 40 km/h. Parking regulations in the vicinity of the Main Subway Station are as follows:

Both Sides:

- Standing is prohibited at all times, from a point 49 metres north of Danforth Avenue and a point 62.3 metres further north

East Side:

- Stopping is prohibited at all times, from Danforth Avenue to a point 49 metres north thereof;

Traffic Regulations – Danforth, Main, Lumsden, Dawes
• Stopping is prohibited, from 4:00 p.m. to 6:00 p.m. Monday to Friday, between a point 49 metres north of Danforth Avenue and a point 252 metres north (former North City of Toronto Limit); and

West Side:

• Stopping is prohibited, from 7:00 a.m. to 9:00 a.m. Monday to Friday, from Danforth Avenue to a point 252 metres north thereof (former North City of Toronto Limit); and

• Parking is prohibited at all times, from Danforth Avenue to a point 252 metres north thereof (former North City of Toronto Limit)

These regulations allow passengers to be picked up or dropped off in the vicinity of Main Station during off peak hours. During peak hours, the stopping prohibitions ensure that TTC operations are not affected by taxicabs and motorists waiting outside the doors to the subway station and that traffic flow is maintained. Provision of short-term parking was considered, but it was determined that parked vehicles in this area would create a traffic hazard, and adversely impact on TTC operations.

As an alternative, the working group reviewed providing short-term parking on Danforth Avenue near Main Street. Parking is currently prohibited at all times and stopping is prohibited during the morning peak period in this area. Allowing parking would impact traffic operations at this intersection and create congestion on Danforth Avenue.

Implementing a legal Taxicab Stand, for two taxis, is feasible on the east side of Main Street, north of Danforth Avenue and south of the Subway Station. This location keeps the subway entrance clear but provides a space for taxicabs to wait for subway patrons.

Road Alteration

Doncaster Avenue, between Oak Park Avenue and Chisholm Avenue is a local road operating one-way eastbound with a pavement width of 7.3 metres. The speed limit on Doncaster Avenue is 40 km/h.

Our review of collision data records did not reveal any reported collisions at the intersection of Doncaster Avenue and Chisholm Avenue during the three-year period ending December 31, 2013.

Currently, "Do Not Enter" and "No Right Turn" signs (for southbound motorists), "No Left Turn" signs (for northbound motorists) and "One-way" signs are posted on Doncaster Avenue at Chisholm Avenue.
Area residents have made numerous complaints over the years about motorists travelling westbound against the one-way eastbound direction. It is feasible to narrow the roadway by installing a planter box just west of Chisholm Avenue on Doncaster Avenue. This added feature will reinforce the existing "Do Not Enter", "No Right Turn", "No Left Turn" and "One-way" signs. There will be no loss of parking spaces as a result of this measure.

**SUMMARY**

In summary, the following proposals are being recommended:

- the installation of a pedestrian crossover on Secord Avenue at Palmer Avenue.
- a one-hour parking regulation on the south side of Doncaster Avenue to be in effect from 8:00 a.m. to 6:00 p.m., Monday to Friday.
- the installation of a taxicab stand for two taxis on the east side of Main Street, just north of Danforth Avenue; and
- A narrowing of Doncaster Avenue, just west of Chisholm Avenue, by installing a planter box.

The implementation of the above-noted proposals, collectively, will significantly improve and enhance pedestrian, cyclist and vehicular safety in this vicinity.

**CONTACT**

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**SIGNATURE**

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

**LIST OF ATTACHMENTS**

(1) Drawing No. 421G-1506, dated July, 2014
(2) Drawing No. 421G-1507, dated July, 2014

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