



STAFF REPORT ACTION REQUIRED

Road Alteration and Traffic Amendments – Shaw Street

Date:	October 14, 2015
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Trinity-Spadina, Ward 19
Reference Number:	Ts2015190te.top.doc

SUMMARY

This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City policy or by-laws.

Transportation Services is reporting on requests to enhance safety for cyclists using the contra-flow lane on Shaw Street. The requests are for the installation of an All-Way Stop sign control at Shaw Street and Yarmouth Road, the relocation of a modular traffic island on the north side of Yarmouth Road, east of Shaw Street, and the prohibition of parking on the east side of Shaw Street, between Bloor Street West and the first lane north.

The request for All-Way Stop sign control at Shaw Street and Yarmouth Road is not supported, as it is not technically warranted and there is a short spacing to an existing All-Way Stop sign controlled intersection. The relocation of the modular traffic island is supported, as it will improve sight lines between westbound motorists and northbound cyclists at Shaw Street and Yarmouth Road.

RECOMMENDATIONS

Transportation Services, Toronto and East York District recommends that Toronto and East York Community Council:

1. Deny the installation of All-Way Stop control at the intersection of Shaw Street at Yarmouth Road.

2. Approve the alteration of Yarmouth Road, east of Shaw Street, by the relocation of the modular traffic island from the south side of Yarmouth Road to the north side of Yarmouth Road, generally as shown on Drawing No. 421G-1939, dated October 2015, attached to the report entitled "Road Alterations and Traffic Amendments – Shaw Street", from the Director, Transportation Services, Toronto and East York District.

Financial Impact

All costs associated with the relocation of the modular island would be subject to funding availability and competing priorities within the Transportation Services 2016 Operating Budget.

ISSUE BACKGROUND

Transportation Services was requested by Councillor Layton to investigate and report on measures to enhance safety for cyclists using the contra-flow lane on Shaw Street, including road alterations and traffic amendments.

COMMENTS

Existing Conditions

Shaw Street, between Dupont Street and Bloor Street West, is a collector roadway. It operates one-way in the southbound direction for motorists, with a contra-flow bike lane provided on the east side of Shaw Street for cyclists. It has a pavement width of about 6.4 metres and heavy trucks are prohibited at all times. The posted speed limit is 30 km/h as traffic calming (speed humps) have been installed. There is no TTC service provided on Shaw Street.

All-Way Stop Sign Control at Shaw Street and Yarmouth Road

Yarmouth Road intersects the east side of Shaw Street in a Stop controlled, 'T' type intersection. Yarmouth Road is a local road with one-way traffic in the westbound direction. It has a pavement width of about 6.4 metres and heavy trucks are prohibited at all times. A modular traffic island has been installed on the north side of Yarmouth Road, east of Shaw Street, narrowing the road to 4.0 metres. The posted speed limit is 30 km/h, as traffic calming (alternating parking and traffic islands) has been installed. There is no TTC service provided on Yarmouth Road. The land use in the vicinity of this intersection is generally residential.

Collision statistics provided by the Toronto Police Service for the three-year period ending October 31, 2014 disclosed that no collisions had occurred at the intersection of Shaw Street and Yarmouth Road.

In order for an All-Way Stop sign control to be justified at an intersection, established warrant criteria must be satisfied. The criteria, as adopted by City Council, include such factors as right-of-way conflicts, vehicular and pedestrian usage of the intersection, physical and geometric configuration, surrounding traffic control and collision experience.

Transportation Services evaluated the intersection of Shaw Street and Yarmouth Road and applied the results of the vehicle and pedestrian study and the collision records of the Toronto Police Service to the All-Way Stop sign criteria. Based on the review, this intersection did not meet the minimum criteria required for All-Way Stop sign control.

The results of the All-Way Stop sign control warrant study at the intersection of Shaw Street and Yarmouth Road have been summarized in the following table:

Minimum Vehicle Volume (Each of Four Peak Hours)	Combined Crossing Volume (Vehicles & Pedestrians)	Main street/Side-street Volume Split (<70%/30%)	Collision Hazard (≥2/yr.)	All-Way Stop Warrants Satisfied (Yes/No)
Required: 375 Vehicles/Hour Actual: 312 Vehicles/Hour	Required: 150 Units/Hour Actual: 98 Units/Hour	70% / 30%	0.0	No

Based on the volume of vehicles and pedestrians entering the intersection, and the lack of collisions, the installation of an All-Way Stop control at the subject intersection is not supported by the technical criteria adopted by Toronto City Council. Additionally, this intersection is located about 60 metres north of an All-Way Stop sign controlled at Shaw Street and Hallam Street, which provides a protected crossing for pedestrians. Therefore, this request is not recommended by Transportation Services.

Road Alteration at Shaw Street and Yarmouth Road

A modular traffic island is located on the north side of Yarmouth Road, east of Shaw Street. This island was installed prior to the installation of the contra-flow bike lanes on Shaw Street. At that time, Shaw Street operated one-way in the southbound direction and motorists entering from Yarmouth Road were only required to look for approaching traffic on the north leg. The contra-flow bike lanes have required Yarmouth Road motorists to also look for approaching cyclists on the south leg. The current position of the traffic island may make it difficult for westbound motorists on Yarmouth Road at Shaw Street to view cyclists, due to a large tree on the southeast corner of the intersection and the proximity of the contra-flow lane to the east side of the road.

Accordingly, Transportation Services have no objections to the relocation of the modular traffic island to the south side of Yarmouth Road to improve sight lines between westbound motorists and northbound cyclists. The resulting sightlines to the north will not be negatively impacted, as the approaching southbound traffic is on the opposite side of the road, providing greater visibility.

Parking Amendments on Shaw Street, north of Bloor Street West

Transportation Services reviewed the feasibility of prohibiting parking on east side of Shaw Street, between Bloor Street West and the first lane north. Westbound motorists exiting the lane onto Shaw Street report difficulty in viewing northbound cyclists, due to the presence of parked vehicles on the south side of the lane.

A review disclosed that a parking prohibition is currently by-lawed to operate at all times on the east side of Shaw Street, between Bloor Street West and the first lane north. Accordingly, the signage to indicate this regulation can be posted without a further by-law amendment. This will result in the loss of one on-street parking space.

Councillor Mike Layton has been advised of the recommendations of this staff report.

CONTACT

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SIGNATURE

Kyp Perikleous
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

1. Drawing No. 421G- 1938, dated October 2015
2. Drawing No. 421G- 1939, dated October 2015

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