Traffic Regulations – West Queen West Neighbourhood

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<th>January 15, 2016</th>
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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>Wards:</td>
<td>Davenport, Ward 18</td>
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**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 requesting approval to implement appropriate traffic regulations in the West Queen West Neighbourhood, which is bounded by Queen Street West, Dovercourt Road and Sudbury Street. The introduction of traffic regulations are required on Abell Street, which has recently opened and been conveyed to the City of Toronto. Additionally, changes are also recommended on Lisgar Street, an existing roadway, to address residents' concerns with traffic infiltration.

This report will address the changes on Abell Street and Lisgar Street. The required changes at the intersection of Queen Street West and Lisgar Street will be addressed in a separate report to Toronto and East York Community Council, entitled "Turn Prohibitions – Queen Street West and Lisgar Street".

**RECOMMENDATIONS**

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

1. Approve the implementation of one-way southbound operation on Abell Street, between Queen Street West and Sudbury Street.

2. Approve the implementation of one-way northbound operation on Lisgar Street, between Queen Street West and Sudbury Street.
3. Approve the implementation of a 30 km/h maximum speed limit on Abell Street, between Queen Street West and Sudbury Street.

4. Approve the prohibition of heavy trucks at all times on Abell Street, between Queen Street West and Sudbury Street.

5. Approve a Stop sign control for southbound traffic on Abell Street at Sudbury Street.

6. Approve the removal of the Stop sign control for southbound traffic on Lisgar Street at Sudbury Street.

7. Approve the amendment of the "No Parking, Anytime from the 16th day to the last day of each month, April 1 to November 30, inclusive" regulation on the east side of Abell Street, between Queen Street West and the south end of Abell Street, to operate at Anytime, from Queen Street West to Sudbury Street.

8. Approve the removal of "No Parking, Anytime from the 1st day to the 15th day of each month, April 1 to November 30, inclusive and Anytime, from December 1 of one year to March 31 of the next following year, inclusive" regulation on the west side of Abell Street, between Queen Street West and the south end of Abell Street.

9. Approve the implementation of Pay-and-Display parking on the west side of Abell Street, between Queen Street West and a point 20.5 metres north of Sudbury Street, to operate for a maximum period of three hours from 8:00 a.m. to 9:00 p.m., Monday to Saturday, and from 1:00 p.m. to 9:00 p.m. on Sunday, at a rate of $2.00 per hour.

10. Approve the implementation of "No Parking, Anytime" regulation on the west side of Abell Street, between Sudbury Street and a point 20.5 metres north of Sudbury Street.

11. Approve the implementation of an accessible parking space at all times on the west side of Abell Street, between a point 39.1 metres north of Sudbury Street and a point 5.5 metres further north.

Financial Impact
All costs associated with the necessary signage installation are included within the Transportation Services 2016 Operating Budget estimates.

ISSUE BACKGROUND
Transportation Services, Toronto and East York District are reporting to implement traffic regulations on Abell Street and Lisgar Street, between Queen Street West and Sudbury Street, in the West Queen West Neighbourhood. These regulations are deemed necessary to facilitate the safe and efficient operation of traffic in this area.
COMMENTS
The West Queen West Neighbourhood is bounded by Queen Street West, Dovercourt Road and Sudbury Street. This area was formerly comprised of industrial land uses, but in the last several years there has been a significant residential redevelopment of the area, including the creation of a new public park and ‘Green P’ car parks. Abell Street and Lisgar Street are local roads in this neighbourhood that both operate north-south, between Queen Street West and Sudbury Street. Westbound left-turns are prohibited to both streets from Queen Street West between the hours of 3:30 p.m. to 6:30 p.m., Monday to Friday.

Lisgar Street operates with two-way traffic, a regulatory speed limit of 50 km/h and a pavement width of 9.7 metres. On the west side of the street, parking is prohibited at all times. On the east side of the street, there is Pay & Display parking during the daytime periods and permit parking provided during the overnight periods. These regulations were introduced in 2014 to reflect the changing residential land use (Item TE34.180). There is no TTC service provided on Lisgar Street.

The newly constructed Abell Street, from Queen Street West to Sudbury Street, only has traffic and parking regulations in effect on the northernmost portion. The remainder of this street was only recently constructed and opened to vehicular traffic. The pavement width of Abell Street varies between 9.7 metres and 8.7 metres from Queen Street West to Sudbury Street. There is no TTC service provided on Abell Street.

A community meeting was held with Councillor Ana Bailão and area residents on June 23, 2015 to discuss the preferred operation of Abell Street and Lisgar Street. There were no provisions in any of the development agreements for the adjacent properties regarding either streets intended operation. Further to the community meeting, it was determined that a one-way southbound operation on Abell Street with parking allowed on the west side was the favoured operation. The on-street parking will initially consist of Pay & Display parking during the daytime periods, however, overnight permit parking may be introduced at a later date.

Additionally, the following parking considerations were also requested on Abell Street:

- an accessible parking space for an area resident; and
- a loading zone along the flankage of No. 150 Sudbury Street.

As Abell Street should be classified as a local road, a statutory speed limit of 30 km/h will be in effect and a heavy truck prohibition will be enacted at all times. The intersection with the north side of Sudbury Street will be controlled by "Stop" signs for traffic on Abell Street.

By approving the parking and traffic regulations on Abell Street, it shall not be deemed that the City has assumed this highway.
Additionally, to complement the one-way southbound operation on Abell Street, staff were also requested to enact a one-way northbound operation on Lisgar Street, between Queen Street West and Sudbury Street. The intended purpose of this change is to prevent this street being used by non-local, cut-through traffic. Transportation Services has no objections to this change, however it should be noted that this may result in higher operating speeds for motorists, as northbound traffic will be provided with a wider lane of travel and there will be no opposing traffic volumes.

Additionally, the westbound left-turn prohibition at the intersection of Queen Street West and Lisgar Street that operates between the hours of 3:30 p.m. to 6:30 p.m., Monday to Friday, can be rescinded, as the one-way northbound operation on Lisgar Street will preclude this movement.

Councillor Ana Bailão has been advised of the recommendations in this report.

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SIGNATURE

Kyp Perikleous
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

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