



STAFF REPORT ACTION REQUIRED

Pilot Project Requested – Foxbar Road

Date:	September 23, 2016
To:	Toronto and East York Community Council
From:	Acting Director, Transportation Services, Toronto and East York District
Wards:	St. Paul's, Ward 22
Reference Number:	Ts2016187te.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 the implementation of a pilot project to evaluate the feasibility of introducing two back-to-back mini (sub-standard) cul-de-sacs on Foxbar Road, in order to eliminate transient vehicular traffic from the roadway. Transportation Services does not recommend the installation of mini cul-de-sacs to Foxbar Road.

Accordingly, continuing the process to install mini cul-de-sacs as a pilot project along Foxbar Road is not recommended.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Deny the implementation of a pilot project to evaluate the impacts of introducing mini (sub-standard) cul-de-sacs to Foxbar Road.

Financial Impact

There are no financial implications to this report.

ISSUE BACKGROUND

At its meeting of November 10, 2015 Toronto and East York Community Council in considering TE12.94 – Proposed Alterations – Foxbar Road, requested the Director, Transportation Services, Toronto and East York District, in consultation with the Ward Councillor, to hold a public consultation meeting with local residents regarding the implementation of a cul-de-sac on Foxbar Road.

A community meeting of Foxbar Road residents was held on June 21, 2016. At the community meeting, the local Councillor requested that Transportation Services undertake a pilot project to evaluate the impacts of introducing mini cul-de-sacs on Foxbar Road.

COMMENTS

Foxbar Road is a local road connecting St. Clair Avenue West with Avenue Road. Foxbar Road operates two-way between St. Clair Avenue and a point approximately 70 metres further south, with the remainder of the road operating one-way in a south-to-west direction. Foxbar Road has a 20 metre wide right-of-way and a posted speed limit of 30 km/h.

On the east and south side of the Foxbar Road, the following regulation exists:

- "No Parking" anytime, between Avenue Road and St. Clair Avenue West.

On the west and north side of Foxbar Road, the following regulations exist:

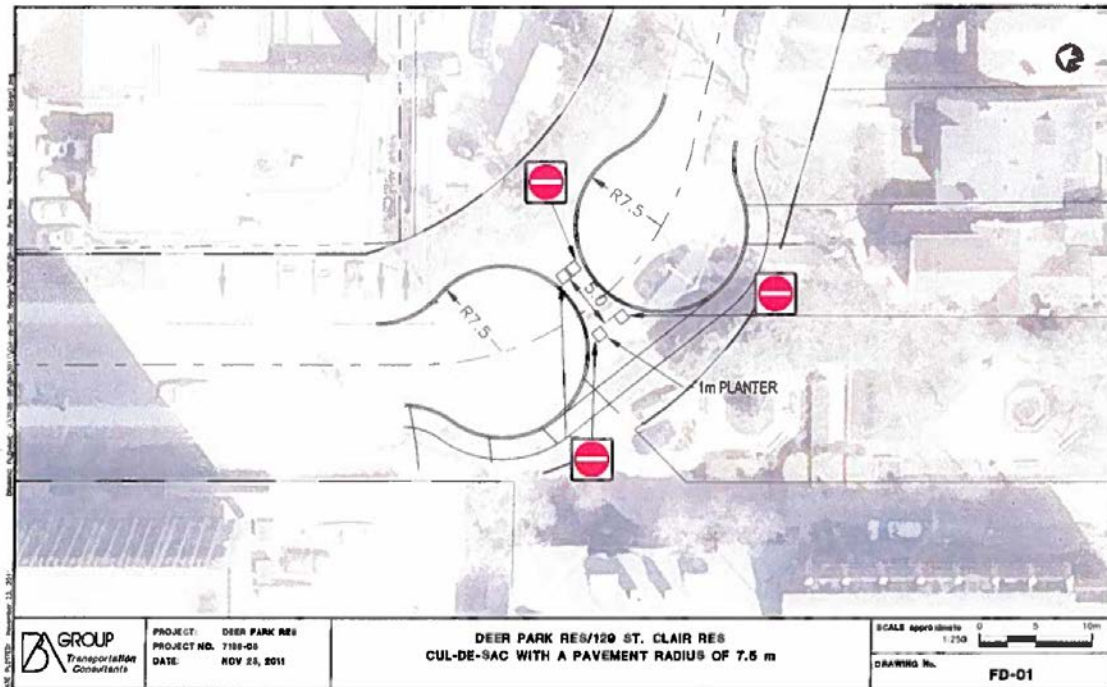
- "No Parking" from 7:30 a.m. to 4:00 p.m., from St. Clair Avenue West to a point 68.6 metres south, Monday to Friday;
- Parking for a maximum period of 10 minutes, from a point 15 metres south of St. Clair Avenue West and point 53.6 metres further south, between 4:00 p.m. and 6:00 p.m., Monday to Friday;
- Parking for a maximum period of one hour, from St. Clair Avenue West to Avenue Road, between 10:00 a.m. and 4:00 p.m., Monday to Friday; and
- "No Parking, except by Permit", between 1:00 a.m. to 7:00 a.m., from Avenue Road to St. Clair Avenue West (currently 23 permits have been issued to residents of Foxbar Road).

During the course of the Working Group meetings held for a proposed development at 129 St. Clair Avenue West, area residents expressed concerns regarding the anticipated increase in traffic along Foxbar Road. The reconfiguration of Foxbar Road to incorporate back-to-back cul-de-sacs was identified as a preferred measure to mitigate this traffic increase. However, the existing road right-of-way is not wide enough to allow for the introduction of cul-de-sacs on the roadway, in accordance with minimum City of Toronto design standards. Cul-de-sacs for public local residential streets must have a minimum radius of 12.5 metres to the curb in order to provide adequate turnaround for City service

vehicles, in accordance with City's Development Infrastructure Policy & Standards (DIPS) as adopted by City Council at its meeting of December 5, 6 and 7, 2005.

As an alternative, the applicant's transportation consultant BA Group, proposed a non-standard cul-de-sac design that does not comply with the City's requirement of 12.5 metre radius. The proposed turning circles have a radii of 7.5 metres and do not provide adequate turn around space for solid waste collection, winter maintenance and emergency vehicle. To mitigate this, a connecting driveway was proposed between the cul-de-sacs to be used by larger vehicles that could not turn around in the space provided. See Figure 1, below.

Figure 1: Alternative "Mini" Cul-de-Sac Design, BA Group (2012)



At the June 21, 2016 community meeting, Transportation Services advised residents that the above non-standard cul-de-sac design could not be supported for the following reasons:

- Does not meet City of Toronto standards;
- Does not provide adequate vehicle turnaround space;
- Would have limited effectiveness at deterring through vehicular traffic, given the proposed drive aisle connection; and
- May require the removal of existing on-street parking (including permit parking), provided on the west and north side of Foxbar Road, due to the width of the roadway and need to designate all sections of Foxbar Road for two way traffic.

Notwithstanding the above concerns, the local Councillor requested that Transportation Services report back to Toronto and East York Community Council on the undertaking of a pilot project to test the impacts of implementing the "mini" cul-de-sac design proposed by BA Group (including the feasibility of maintaining on-street parking along Foxbar Road).

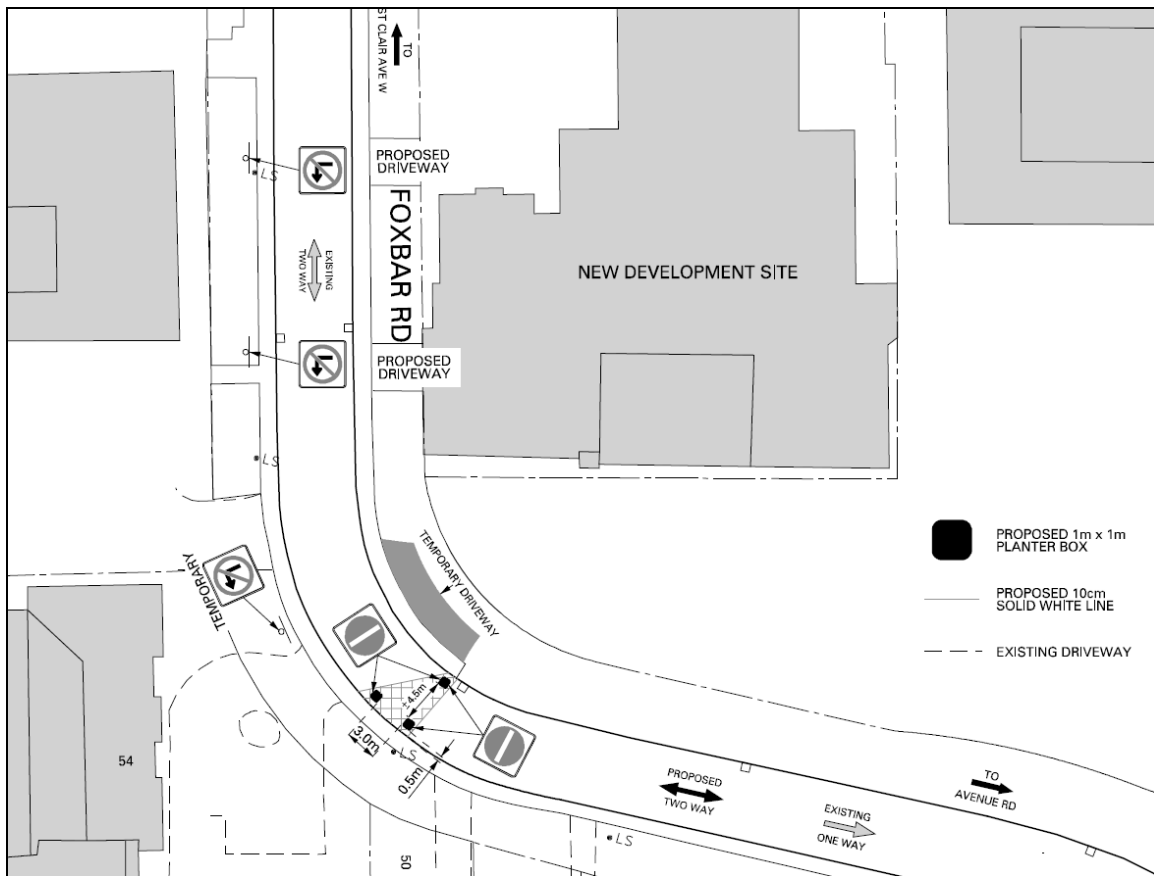
Following the community meeting, Toronto Fire Services expressed concerns regarding the proposed mini cul-de-sac design, and does not support the pilot project. Accordingly, due to the reasons noted above, Transportation Services does not recommend proceeding with the pilot project implementation.

However, if proceeding with the pilot project is desired, it could be implemented using the introduction of temporary planters to narrow the driving surface on the roadway to mimic the mini cul-de-sac drive aisle connection. "Entry prohibited" signs could be erected to prohibit through traffic at that point (emergency vehicles and cyclists excepted) to provide an similar deterrence to through traffic. The provision of a turnaround area (similar to the mini cul-de-sac design) would require a portion of the roadway to be reconstructed, and is not feasible for a pilot project installation. For the duration of the pilot project, all portions of the Foxbar Road would be designated for two-way traffic. A "No through traffic" advisory sign would be erected at the intersections of Avenue Road/Foxbar Road and Foxbar Road/St. Clair Avenue West.

The pilot project could be installed for a duration of one year. Following one year of installation, the General Manager, Transportation Services would report back to Toronto and East York Community Council with its findings and long term recommendations for Foxbar Road. Notwithstanding, the above, Transportation Services could report earlier, if safety or operational concerns arise, with recommendations such as, but not limited to the removal of on street parking along Foxbar Road, or the removal of the pilot project installation.

Figure 2 below, depicts the possible pilot project installation.

Figure 2: Pilot Project Configuration



Alternate Recommendations

If Toronto and East York Community Council finds merit in the pilot project, the following alternate recommendations should be adopted:

1. Rescind the one-way southbound and westbound designation for Foxbar Road, between Avenue Road and a point 68.6 metres south of St. Clair Avenue West;
2. Prohibit entry at all times for northbound through traffic (emergency vehicles and bicycles excepted), on Foxbar Road, at a point 85 metres south of St. Clair Avenue West;
3. Prohibit entry at all times for southbound through traffic (emergency vehicles and bicycles excepted), on Foxbar Road, at a point 85 metres south of St. Clair Avenue West;

4. Rescind the "No Parking" anytime regulations on the east and south side of Foxbar Road between Avenue Road and St. Clair Avenue West;
5. Prohibit "Parking" anytime on the east side of Foxbar Road, between St. Clair Avenue Road and a point 67 metres further south; and
6. Prohibit "Stopping" anytime on the east and south side of Foxbar Road, between Avenue Road and a point 67 metres south of St. Clair Avenue West.

The cost to implement the pilot project is estimated at \$10,300. The installation will be subject to availability in Transportation Services 2016 Operating Budget, 2017 Operating Budget estimates, and competing priorities.

Councillor Josh Matlow has been advised of the recommendations of this staff report.

CONTACT

Lukasz Pawlowski, P.Eng.
Acting Manager, Traffic Planning
Toronto and East York District
Telephone: 416-392-7713
Fax: 416-392-1920
e-mail: lpawlow@toronto.ca

SIGNATURE

David Twaddle, C.E.T.
Acting Director, Transportation Services
Toronto and East York District

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