

Turn Prohibition - Carlaw Avenue and Gerrard Street East (South Branch)

Date: September 27, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 30, Toronto-Danforth

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Carlaw Avenue, City Council approval of this report is required.

Transportation Services is requesting approval to prohibit northbound right-turns on Carlaw Avenue and Gerrard Street East (south branch) at all times in order to help deter traffic infiltration in this neighbourhood.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District, recommends that:

1. City Council prohibit northbound right-turn movements at all times on Carlaw Avenue at Gerrard Street East (south branch).

FINANCIAL IMPACT

There is no financial impact directly resulting from this report.

DECISION HISTORY

Toronto and East York Community Council, at its meeting on May 2, 2017, adopted item TE24.85, requesting Transportation Services to investigate the feasibility of converting Boston Avenue, between Gerrard Street East and Badgerow Avenue, and Gerrard Street East, between Carlaw Avenue and Boston Avenue into one-way streets to prevent traffic infiltration and to report to the October 17, 2017 Toronto and East York Community Council meeting. The Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE24.85>

COMMENTS

Residents have expressed concern with the amount of traffic, particularly heavy truck traffic, that mistakenly turns east onto Gerrard Street East (south branch) from Carlaw Avenue believing that this roadway connects to Gerrard Street East, which is located further north. This traffic is then forced to either make a u-turn or continue east on Gerrard Street East (south branch) to Boston Avenue, south to Badgerow Avenue and west to Carlaw Avenue.

Existing Conditions:

Gerrard Street East (south branch) intersects with Carlaw Avenue to form a "T" type intersection and is stop controlled at Carlaw Avenue.

Carlaw Avenue is a four lane minor arterial roadway that operates two-way (northbound and southbound), with a regulatory speed limit of 50 km/h, and a pavement width of about 12.19 metres. Sidewalks are provided on both sides of the roadway.

Gerrard Street East (south branch), between Carlaw Avenue and Boston Avenue is a collector roadway which operates two-way, with a regulatory speed limit of 50 km/h and does not connect to Gerrard Street East. The pavement width is about 10.97 metres and sidewalks are provided on both sides of this roadway. Heavy Vehicles are prohibited at all times on Gerrard Street East (south branch).

Carlaw Avenue accommodates the 72 Pape TTC bus route.

Assessment:

A site visit was conducted by staff to investigate existing conditions. Sight distances are adequate. No Heavy Trucks signs are posted on Gerrard Street East (south branch) at Carlaw Avenue, on Gerrard Street East (south branch) at Boston Avenue, and at Boston Avenue and Badgerow Avenue. Additionally, at Gerrard Street East (south branch) and Carlaw Avenue, signage indicating "No Through Traffic" are installed to further deter infiltration.

Informational signage is located on the northeast corner of Carlaw Avenue and Gerrard Street East (south branch), indicating to drivers that Gerrard Street East is at the traffic control signal ahead. Staff have been requested to add another information sign on the southeast corner of Carlaw Avenue and Gerrard Street East (south branch) which will help enhance driver expectation.

As addressed in a companion report, conversion from two-way operation to one-way operation could give rise to additional negative impacts. Local residents may be required to use a longer route to/from their homes, and speeds may increase due to wider travel lane created under a one-way operation. In this regard, a potential increase in pedestrian and vehicle conflicts may occur. In addition, westbound left-turns from Gerrard Street East (south branch) onto Carlaw Avenue can be problematic given the close proximity to the intersection of Gerrard Street East and Carlaw Avenue (approximately 47 metres). With one-way operation, motorists would be forced to perform this movement to travel to the south.

Transportation Services conducted an 8-hour turning movement count at the intersection of Carlaw Avenue and Gerrard Street East (south branch) on Wednesday July 19 2017. The results are summarized in Table 1.

Table 1

Intersection	Turning Movement	Vehicle Classification	Volume
Carlaw Avenue & Gerrard Street East (south branch)	Southbound Left Turn	Car	43
		Truck	0
	Northbound Right Turn	Car	43
		Truck	0
Total Volume Accessing Gerrard Street East (south branch from Carlaw Avenue)			86

The volume of vehicles accessing Gerrard Street East (south branch) from Carlaw Avenue is rather low, and would suggest that the majority of this traffic either resides in the area, or are visitors. Transportation Services' assessments indicates that both streets are operating efficiently and safely under the existing two-way operation and does recommend the one-way proposal.

However, staff does acknowledge the unusual road configuration in this area, and how a northbound motorists on Carlaw Avenue destined to Gerrard Street East can accidentally turn onto Gerrard Street East (south branch), regardless of the advisory signs currently posted.

Conclusions:

In order to deter traffic infiltration by northbound vehicles that mistakenly turn right from Carlaw Avenue onto Gerrard Street East (south branch), instead of Gerrard Street East, a northbound right turn prohibition can be installed at this intersection that operates at all times. Under this proposal, northbound traffic on Carlaw Avenue destined for Boston Avenue, or Gerrard Street East (south branch), will be required to use Badgerow Avenue in order to access these roadways. Southbound left-turns from Carlaw Avenue onto Gerrard Street East (south branch) will continue to be permitted.

Councillor Paula Fletcher has been advised of the recommendations of this staff report.

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SIGNATURE

Dave Twaddle, C.E.T.
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ATTACHMENTS

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