

方卓怡 市議員 **Paula FLETCHER**

Councillor Toronto-Danforth Ward 30

November 9, 2017

Councillor Kristyn Wong-Tam, Chair
Toronto and East York Community Council
100 Queen St. W.
Toronto

The Monarch Dome Traffic Management Plan

Dear Chair and Members of the Toronto and East York Community Council

In 2014, Toronto and East York Community Council passed TE34.172, calling on the TDSB to conduct a professional traffic study that engaged the community and provided real solutions to the increase in traffic due to the installation of the Monarch Dome.

The Community Traffic Management Plan, prepared by WSP, can be seen in its entirety at http://www.tdsb.on.ca/ward15/Ward-15/Monarch-Park-Dome. It was developed in consultation with a very engaged group of community members and stakeholders. It contains a comprehensive series of changes to how the Dome is run and a substantial renovation to the Dome parking lot to increase the number of available spaces from 84 to 101.

The recommendations in this letter represent the next steps in ensuring that impacts from the Monarch Dome to the local community are reduced or mitigated.

Section 1. Community Council Approval

To complete the Traffic Management Plan the following formal approvals are required from Toronto and East York Community Council.

That the Toronto and East York Community Council…

1. Authorize a Road Alteration for the installation of a lay-by along the east side of Parkmount Road, south of Hanson Street, for the purposes of accommodating student pick-up and drop-off, to the satisfaction of the General Manager, Transportation Services, and at no additional cost to the Transportation Services Budget.

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2. Prohibit standing at all times on the east side of Parkmount Road, between Hanson Street/Felstead Avenue and the south limit of Parkmount Road.

3. Prohibit stopping from 8:00 am to 9:00 am and 3:00 pm to 4:00 pm, Monday to Friday, on the north side of Hanson Street, between Parkmount Road and Coxwell Avenue.

4. Endorse the creation of a Parking Overflow Management Plan as laid out in the Monarch Dome Community Traffic Study for special events at the Monarch Dome, to be created and administered by the Monarch Park Stadium management including:

a. directing Dome users to nearby off-street lots
b. additional information for users regarding the turn restriction at Parkmount and Hanson
c. information regarding designated carpooling spots at the Monarch Dome
d. a special event plan that includes parking ambassadors at key locations and proactively directing visitors to designated off-street lots

Section 2 – Requests to Transportation Services

The following recommendations do not require formal approval, but are official requests to Transportation Services that would fully implement the Traffic Management Plan.

That the Toronto and East York Community Council….

a). Request that the pavement marking improvements as outlined in the Traffic Management Plan at the following intersections be scheduled to be completed by April 2018.

a. Lamb and Felstead
b. Gillard and Felstead
c. Monarch Park Avenue and Felstead
d. Parkmount and Felstead/Hanson

b). Request the Director of Transportation to add improved pavement markings at the newly installed all-way stop at Hanson and Rhodes, which is not identified in the Community Transportation Study.

c). Request the Director of Transportation Services, Toronto and East York, to write to 55 Division to request increased enforcement of the turn prohibition during peak usage times, as outlined in the Community Transportation Study, including an enforcement blitz at the start of each dome season.

d). Request Transportation Services to install an additional 'Turning Restriction' sign at Parkmount and Hanson.

a. Request the Director of Transportation Services, Toronto and East York, to consider the installation of a flashing light on the 'Turn Restriction' signs at Parkmount and Hanson.
b. Additionally, request the Director of Transportation, Toronto and East York, to report to the Toronto and East York Community Council if the installation of a flashing light is not feasible or warranted.

e). Request Transportation Services undertake traffic monitoring, including traffic counts, speed measurements, and turning movement counts at Parkmount and Hanson in the affected area after the construction of the redesigned Monarch Dome parking lot on days of both high and low activity.

Thank you to all the residents who have been involved and Trustee Story for her leadership. I know this has been a long process but I hope that this is the beginning of a permanent and lasting resolution to the traffic and parking issues around the Monarch Dome.

Sincerely,

City Councillor
Ward 30, Toronto Danforth

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