



## REPORT FOR ACTION

### Traffic Management Plan - Wallace Emerson Area

Date: February 24, 2020  
To: Toronto and East York Community Council  
From: Acting Director, Traffic Management, Transportation Services  
Wards: Ward 9, Davenport

#### **SUMMARY**

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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, on behalf of Councillor Ana Bailão and the Wallace Emerson Traffic Management Committee (WETMC), is reporting on a number of parking and traffic amendments as part of a comprehensive review of traffic conditions within the Wallace Emerson community. The study area is bounded by Bloor Street West to the south, Lansdowne Avenue to the west, Dupont Street to the north, and Dufferin Street to the east. The plan primarily aims to address concerns about traffic infiltration, speeds, and pedestrian safety using a variety of measures including one-way direction changes, speed humps, and planters.

#### **RECOMMENDATIONS**

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The Acting Director, Traffic Management, Transportation Services, recommends that:

1. Toronto and East York Community Council endorse in principle the Wallace Emerson Traffic Management Plan as outlined in the report dated February 24, 2020 from the Acting Director, Traffic Management, Transportation Services.
2. Toronto and East York Community Council rescind the traffic and parking regulations outlined in Appendix A attached to the report dated February 24, 2020 from the Acting Director, Traffic Management, Transportation Services.
3. Toronto and East York Community Council enact the traffic and parking regulations outlined in Appendix B attached to the report dated February 24, 2020 from the Acting Director, Traffic Management, Transportation Services.

4. Toronto and East York Community Council authorize the installation of speed bumps in the east-west public lane north of Millicent Street, between Emerson Avenue and Dufferin Street, at the locations shown on Drawing 421G-3696 dated February 2020, attached to the report dated February 24, 2020 from the Acting Director, Traffic Management, Transportation Services.
5. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on St. Clarens Avenue, between Wallace Avenue and Lappin Avenue.
6. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Millicent Street, between Emerson Avenue and Dufferin Street.
7. Toronto and East York Community Council not authorize the installation of traffic calming (speed humps) on Wallace Avenue, between Dufferin Street and Lansdowne Avenue.

## **FINANCIAL IMPACT**

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All costs associated with the necessary signage, pavement marking, and planter installation are included within the Transportation Services 2020 Operating Budget.

Funds in the amount of \$3,900.00 for the installation of speed bumps are available within the Transportation Services Division's Capital laneways account.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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The WETMC, in consultation with Ward Councillor Ana Bailão, area residents and Transportation Services staff, has conducted a comprehensive review of a number of concerns related to parking and the safe and efficient movement of traffic within the community. The following report outlines the residents' concerns and proposals to address those concerns.

### **Study Area**

The review was conducted in the Wallace Emerson area bounded by Bloor Street West to the south, Lansdowne Avenue to the west, Dupont Street to the north, and Dufferin Street to the east. This area comprises a network of arterial, collector and local roads. The land use is mainly residential, with several parks and schools. Additionally, parts of the study area include commercial uses fronting on the arterial roads. TTC service in the study area is provided by the following:

- The Line 2 (Bloor-Danforth) subway, which travels east-west along Bloor Street West with stations at Dufferin Street and Lansdowne Avenue.
- The 29 Dufferin and 929 Dufferin Express buses, which travel north-south on Dufferin Street.
- The 47 Lansdowne bus, which travels north-south on Lansdowne Avenue.
- The 26 Dupont bus, which travels east-west on Dupont Street.
- The 402 Parkdale bus, a community bus providing accessible service along Wallace Avenue and Dufferin Street to Dufferin Mall and various destinations in Parkdale.

## **Concerns**

Through various community consultation meetings, the WETMC has developed a list of concerns related to speed, volume, and infiltration of traffic and safety of all road users. The following list of proposals was developed by the WETMC to address the concerns raised by residents, some of which require approval by Toronto and East York Community Council to enact. A map of the proposed measures is attached to this report.

### **1. One-way Streets**

In order to address concerns about traffic infiltration, the WETMC proposes the reversal of the one-way directions of St. Clarens Avenue and Emerson Avenue, between Paton Road and Wallace Avenue. St. Clarens Avenue and Emerson Avenue are local roadways that operate one-way northbound and southbound, respectively. Both streets have a daily traffic volume of about 1,000 vehicles, a regulatory speed limit of 30 km/h, and a pavement width of 7.3 metres.

St. Clarens Avenue and Emerson Avenue form a one-way couplet between Bloor Street West and Dupont Street, with St. Clarens Avenue operating one-way northbound and Emerson Avenue operating one-way southbound. As such, these streets may provide an alternate north-south route for drivers avoiding congestion on Lansdowne Avenue or Dufferin Street, for example.

By reversing one-way directions for the portions of St. Clarens Avenue and Emerson Avenue, between Paton Road and Wallace Avenue, the continuous one-way northbound and southbound operations along each road will be severed, making these roads less attractive alternatives for traffic passing through the neighbourhood. This proposed change, which is shown in attached Drawing No. 4216-3677, will have minor impacts on local residents, most significantly for those residing on the directly affect portions of St. Clarens Avenue and Emerson Avenue. Residents may need to make adjustments to their routes, but vehicular and cycling access to and from all surrounding arterial roads will be maintained.

Reversing the direction of St. Clarens Avenue, between Paton Road and Wallace Avenue will have the secondary benefit of improving safety at the intersection of St. Clarens Avenue and Wallace Avenue. At this intersection, St. Clarens Avenue is stop-controlled, but residents have raised safety concerns due to the offset alignment of St. Clarens Avenue and inadequate sightlines. Reversing the direction of St. Clarens Avenue immediately south of Wallace Avenue will remedy these issues since traffic will no longer enter this intersection from St. Clarens Avenue.

In order to support this change, parking will be prohibited at all times on the east side of Emerson Avenue, near and through the intersection with Paton Road, resulting in the loss of approximately one parking space. This will ensure that large vehicles can maneuver through the intersection. The existing traffic calming island on the west side of Emerson Avenue, just north of Paton Road, will remain but may need to be relocated or removed in the future if operational issues arise. Additionally, Paton Road, between Emerson Avenue and the first lane west, will be made one-way eastbound to discourage residents or visitors on Emerson Avenue from driving the wrong-way to reach Paton Road.

## **2. Speed Humps**

In order to address concerns about speeding, the WETMC proposes the installation of traffic calming measures (speed humps) on three streets. Vehicle speeds and traffic volumes are the prime criteria for installing traffic calming devices. Other factors, including road width, pedestrian facilities and grade are also considered in the assessment.

The study findings indicated that the operational characteristics of these three streets do not satisfy the criteria set out in the Traffic Calming Policy adopted by City Council. In all three locations, the operating speeds were below the minimum of 10 km/h over the warranted speed limit required in the Traffic Calming Policy. The operating speed, also known as the 85th percentile speed, is the speed at which 85 per cent of vehicles travel at, or below. Additionally, on one of the streets, the average daily traffic volume is less than the minimum threshold of 1,000 vehicles per day.

The results for each location have been summarized below.

### **(a) St. Clarens Avenue, between Wallace Avenue and Lappin Avenue**

St. Clarens Avenue, between Wallace Avenue and Lappin Avenue, is a local road operating one-way northbound with a regulatory speed limit of 30 km/h and a pavement width of 6.4 metres. Sidewalks are present on both sides of the roadway and the road grade is approximately one percent. There is no TTC service provided on St. Clarens Avenue. St. Clarens Avenue does not meet the criteria for installing traffic-calming devices. Specifically, the operating speed of 40 km/h is below the minimum of 10 km/h over the warranted speed limit (40 km/h) required in the Traffic Calming Policy.

A review of Toronto Police Service collision records for the three-year period ending December 31, 2019 did not find any reported collisions attributed to speeding on the subject section of St. Clarens Avenue.

### **(b) Millicent Street, between Emerson Avenue and Dufferin Street**

Millicent Street, between Emerson Avenue and Dufferin Street, is a local road operating one-way eastbound with a regulatory speed limit of 30 km/h and a pavement width of 7.3 metres. Sidewalks exist on both sides of the roadway and there is no significant grade. There is no TTC service provided on Millicent Street.

Millicent Street does not meet the criteria for installing traffic-calming devices. Specifically, the operating speed of 39 km/h is below the minimum of 10 km/h over the warranted speed limit (40 km/h) required in the Traffic Calming Policy. Additionally, the volume of traffic is approximately 410 vehicles per day, which is less than the minimum threshold of 1,000 vehicles per day.

A review of Toronto Police Service collision records for the three-year period ending December 31, 2019 did not find any reported collisions attributed to speeding on the subject section of Millicent Street.

**(c) Wallace Avenue, between Dufferin Street and Lansdowne Avenue**

Wallace Avenue, between Dufferin Street and Lansdowne Avenue, is a collector road operating two-way with a regulatory speed limit of 30 km/h and a pavement width of 7.3 metres. Sidewalks exist on both sides of the roadway and there is no significant grade. There is no TTC service on Wallace Avenue. Wallace Avenue does not meet the criteria for installing traffic-calming devices.

Specifically, the operating speed of 36 km/h is below the minimum of 10 km/h over the warranted speed limit (30 km/h) required in the Traffic Calming Policy.

A review of Toronto Police Service collision records for the three-year period ending December 31, 2019 did not find any reported collisions attributed to speeding on the subject section of Wallace Avenue.

**Alternate Recommendations**

Based on the above, the technical warrants for the installation of traffic calming (speed humps) are not met on the three streets outlined above. However, Toronto and East York Community Council may decide that the WETMC and the associated public consultations have found a consensus of community support for traffic calming.

If, despite the findings in the previous sections, Toronto and East York Community Council should recommend polling affected residents regarding installation of speed humps on the three streets outlined above, it may strike out recommendations 5, 6 and 7, and instead approve the following:

"That the Toronto and East York Community Council:

5. Direct the Acting Director, Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on St. Clarens Avenue, between Wallace Avenue and Lappin Avenue, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

6. Subject to favourable results of the poll:

(a) Authorize the installation of speed humps on St. Clarens Avenue, between Wallace Avenue and Lappin Avenue; and

(b) Direct the City Solicitor to prepare a by-law to alter sections of the roadway on St. Clarens Avenue, between Wallace Avenue and Lappin Avenue, for traffic calming purposes, generally as shown on the copy of 'Drawing 421G-3692, dated February 2020', attached to the report entitled 'Traffic Management Plan - Wallace Emerson Area' from the Acting Director, Traffic Management, Transportation Services.

7. Direct the Acting Director, Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Millicent Street, between Emerson Avenue and Dufferin Street, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

8. Subject to favourable results of the poll:

(a) Authorize the installation of speed humps on Millicent Street, between Emerson Avenue and Dufferin Street; and

(b) Direct the City Solicitor to prepare a by-law to alter sections of the roadway on Millicent Street, between Emerson Avenue and Dufferin Street, for traffic calming purposes, generally as shown on the copy of 'Drawing 421G-3693, dated February 2020', attached to the report entitled 'Traffic Management Plan - Wallace Emerson Area' from the Acting Director, Traffic Management, Transportation Services.

9. Direct the Acting Director, Traffic Management, Transportation Services, to request the City Clerk to poll eligible householders on Wallace Avenue, between Dufferin Street and Lansdowne Avenue, to determine whether residents support the installation of traffic calming, in accordance with the City of Toronto Traffic Calming Policy.

10. Subject to favourable results of the poll:

(a) Authorize the installation of speed humps on Wallace Avenue, between Dufferin Street and Lansdowne Avenue; and

(b) Direct the City Solicitor to prepare a by-law to alter sections of the roadway on Wallace Avenue, between Dufferin Street and Lansdowne Avenue, for traffic calming purposes, generally as shown on the copy of 'Drawing 421G-3694, dated February 2020', attached to the report entitled 'Traffic Management Plan - Wallace Emerson Area' from the Acting Director, Traffic Management, Transportation Services."

The estimated cost for installing 18 speed humps on St. Clarens Avenue, Millicent Street and Wallace Avenue is \$72,000.00. The installation of speed humps on these streets would be subject to availability in Transportation Services 2020 Capital Funding estimates and competing priorities.

### **3. Parking Amendments**

In order to address concerns about speeding and to increase the number of parking spaces, the WETMC proposes staggered parking on Wallace Avenue, between Dufferin Street and Lansdowne Avenue.

Staggered parking is a parking arrangement that involves switching legal on-street parking from one side of the street to the other side at a specific location. Typically, this occurs on a block-by-block basis with the transition occurring at an intersection. This enables motorists to safely weave from one side of the roadway to the other side and avoids the loss of on-street parking spaces. The intent of staggered parking is to provide drivers with the visual perspective of a narrowed roadway.

Staff have reviewed the street configuration in detail to develop a plan that stagger parking at each intersection, while maximizing the number of parking spaces and maintaining pick-up and drop-off activity on the south side of Wallace Avenue fronting St. Sebastien Elementary School and Pauline Junior Public School. The proposed plan, which is shown in the attached Drawing No. 421G-3811, would add approximately 16 parking spaces along Wallace Avenue, while providing the visual perspective of a narrowed roadway for drivers, potentially reducing operating speeds.

### **4. Other Measures**

#### **(a) Planters and future bump-outs along Wallace Avenue**

In order to address concerns about speeding and pedestrian safety intersections, the WETMC proposes the installation of planters at intersections along Wallace Avenue. These planters would emphasize to drivers that this is a residential area, physically narrow the road and intersections for drivers, and delineate the limits of parking near intersections, improving visibility for all road users.

City staff will explore the feasibility of installing planters on Wallace Avenue, with permanent curb extensions, or bump-outs, installed in the future in coordination with road reconstruction. Any planters or bump-outs would be installed such that they do not inhibit the movements of large vehicles (for example, garbage and fire trucks), and the loss of parking is avoided or minimized, while providing the maximum improvement to safety for all road users. Bump-outs would provide similar benefits to planters, while requiring less maintenance. However, their permanence would limit future changes to parking, due to the narrow width of Wallace Avenue preventing placement of parking on the opposite side of the street from a bump-out.

#### **(b) Planter and zebra crosswalks at Paton Road and Emerson Avenue**

In order to address concerns about pedestrian safety and vehicle turning speeds at the intersection of Paton Road and Emerson Avenue, the WETMC proposes the installation of a planter on the southwest corner and zebra crosswalk markings. The planter would physically reduce the road width, reducing vehicle turning speeds. The zebra crosswalk markings would draw drivers' attention to the crosswalks and potential presence of pedestrians.

A review of Toronto Police Service collision records for the three-year period ending December 31, 2019 did not find any reported collisions at this intersection.

As per the City Council-approved Zebra Crosswalk Policy, zebra crosswalk markings are not installed at stop-controlled intersections, except in Pedestrian, School, or Senior Safety Zones, or where staff determine that safety is an issue. Since the one-way direction of Emerson Avenue to the north of this intersection is proposed to be reversed, as outlined in this report, eastbound traffic will no longer be faced with conflicting vehicular movements. As such, zebra crosswalk markings are warranted to emphasize that drivers must watch for pedestrians before proceeding through the intersection.

**(c) Speed bumps in the east-west lane north of Millicent Street**

In order to address concerns about speeding, the WETMC proposes the installation of speed bumps in the east-west public lane located north of Millicent Street and south of Lappin Avenue, between Emerson Avenue and Dufferin Street.

This lane operates two-way with a regulatory speed limit of 50 kilometres per hour. Parking is prohibited at all times in this lane and there is no TTC service provided in this lane.

Guidelines approved by City Council established the eligibility criteria for the installation of speed bumps in public lanes based on the following:

- traffic volume (minimum of 100 vehicles per day),
- vehicular speed (average 20 km/h or greater), and
- presence of frequent pedestrian activity (not numerically quantified).

Lanes meeting one or more of the above three criteria are eligible for installation of speed bumps.

A site investigation and speed/volume survey conducted by Transportation Services staff determined the following:

- traffic volume was approximately 125 vehicles per day,
- the average vehicle speed was 14 km/h, and
- there was a low volume of pedestrian activity.

As the subject lane meets the installation criteria, the installation of speed bumps is recommended. The locations of the proposed speed bumps are shown on the attached print of Drawing 421G-3696.

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

## **CONTACT**

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## **SIGNATURE**

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Roger Browne, M.A.Sc., P.Eng.,  
Acting Director,  
Traffic Management  
Transportation Services

## **ATTACHMENTS**

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1. Appendix A - Traffic and Parking Regulations to be Rescinded
1. Appendix B - Traffic and Parking Regulations to be Enacted
2. Drawing No. 421G-3677, dated February 2020
3. Drawing No. 421G-3692, dated February 2020
4. Drawing No. 421G-3693, dated February 2020
5. Drawing No. 421G-3694, dated February 2020
6. Drawing No. 421G-3695, dated February 2020
7. Drawing No. 421G-3811, dated February 2020
8. Drawing No. 421G-3696, dated February 2020

## Appendix A - Traffic and Parking Regulations to be Rescinded

### No Parking

Highway	Side	Between	Prohibited Times and/or Days
Wallace Avenue	North	Symington Avenue and Dufferin Street	Anytime
Wallace Avenue	South	St. Clarens Avenue (east intersection) and Lansdowne Avenue	Anytime

### One-Way Highways

Highway	Between	Times and/or Days	Direction
Emerson Avenue	Bloor Street West and Dupont Street	Anytime	Southbound
St. Clarens Avenue	Paton Road and Dupont Street	Anytime	Northbound

### Compulsory Stops

Intersection	Stop Street or Highway
Emerson Avenue and Paton Avenue	Emerson Avenue (southbound)
St. Clarens Avenue and Wallace Avenue	St. Clarens Avenue

### Permit Parking

Street	Side	Location	Period	Time
Wallace Avenue	Odd	From a point 30.5 metres west of Dufferin Street to south branch of St Clarens Avenue	All times, except no parking 8:30 a.m. to 6:00 p.m., Mon. to Fri., between Pauline Avenue and Brock Avenue	12:01 a.m. to 7:00 a.m.

## Appendix B - Traffic and Parking Regulations to be Enacted

### No Parking

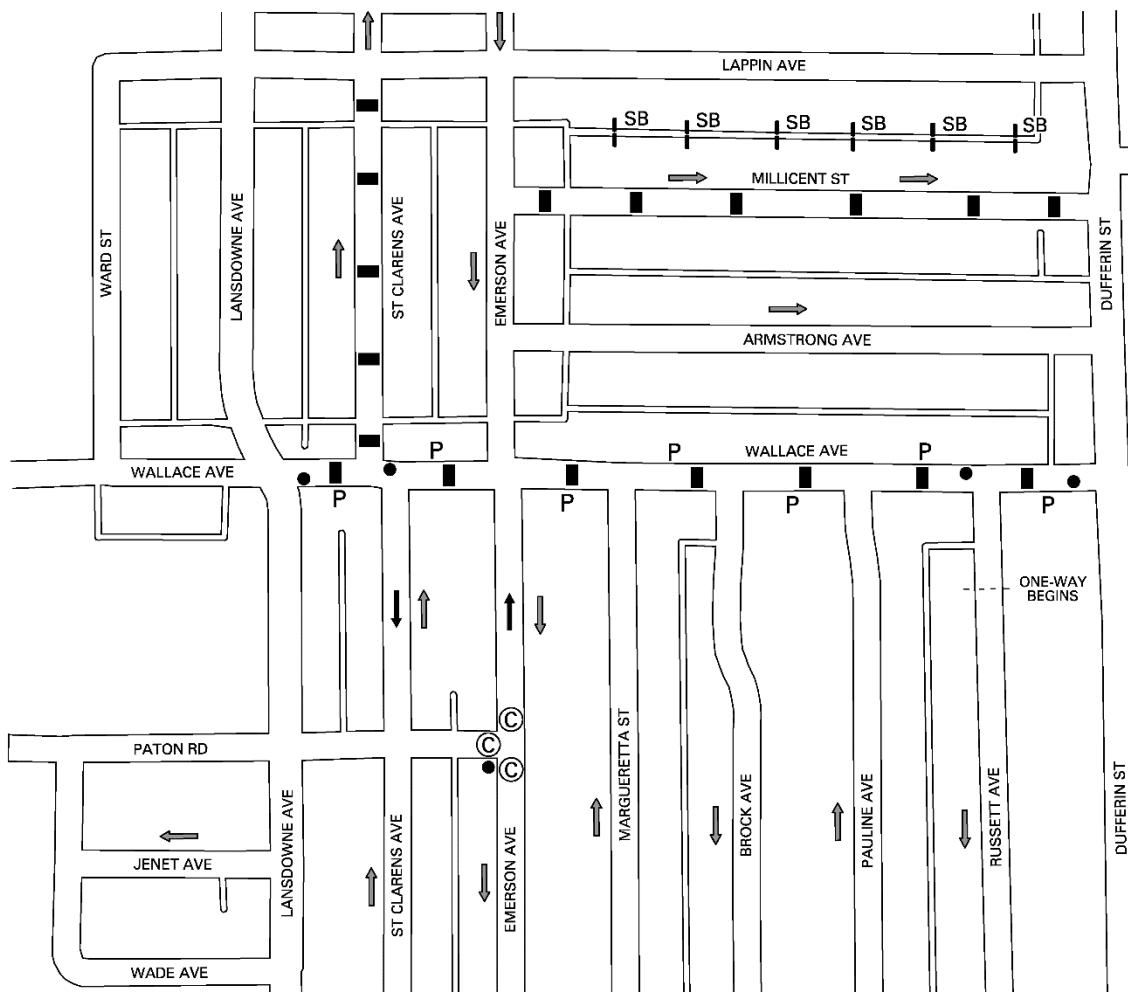
Highway	Side	Between	Prohibited Times and/or Days
Wallace Avenue	North	Dufferin Street and Russett Avenue	Anytime
Wallace Avenue	North	Pauline Avenue and Brock Avenue	Anytime
Wallace Avenue	North	Margueretta Street and Emerson Avenue	Anytime
Wallace Avenue	North	St. Clarens Avenue (west intersection) and Symington Avenue	Anytime
Wallace Avenue	South	Russett Avenue and Pauline Avenue	Anytime
Wallace Avenue	South	Brock Avenue and Margueretta Street	Anytime
Wallace Avenue	South	Emerson Avenue and a point 17 metres west of St. Clarens Avenue (east intersection)	Anytime
Wallace Avenue	South	A point 32 metres west of St. Clarens Avenue (east intersection) and Lansdowne Avenue	Anytime

### One-Way Highways

Highway	Between	Times and/or Days	Direction
Emerson Avenue	Bloor Street West and Paton Road	Anytime	Southbound
Emerson Avenue	Paton Road and Wallace Avenue	Anytime	Northbound
Emerson Avenue	Wallace Avenue and Dupont Street	Anytime	Southbound
St. Clarens Avenue	Paton Road and Wallace Avenue	Anytime	Southbound
St. Clarens Avenue	Wallace Avenue and Dupont Street	Anytime	Northbound
Paton Road	Emerson Avenue and the first lane west	Anytime	Eastbound

## Permit Parking

Street	Side	Location	Period	Time
Wallace Avenue	Even	From Russett Avenue to St. Clarens Avenue (west intersection)	All times, except no parking anytime from Pauline Avenue to Brock Avenue and from Margueretta Street to Emerson Avenue	12:01 a.m. to 7:00 a.m.
Wallace Avenue	Odd	From Dufferin Street Lansdowne Avenue	All times, except no parking anytime from Russett Avenue to Pauline Avenue, from Brock Avenue to Margueretta Street, from Emerson Avenue to a point 17 metres west of St. Clarens Avenue (east intersection), and from a point 32 metres west of St. Clarens Avenue (east intersection) to Lansdowne Avenue, no parking 9:00 a.m. to 11:00 a.m. and 1:00 p.m. to 3:00 p.m., Monday to Friday, from Pauline Avenue to a point 48 metres east of Brock Avenue, and no stopping 8:00 a.m. and 5:00 p.m., Monday to Friday, from Brock Avenue to a point 48 metres east	12:01 a.m. to 7:00 a.m.



LEGEND:

- █ PROPOSED SPEED HUMP
- █ SB PROPOSED SPEED BUMP
- PROPOSED PLANTERS OR BUMP-OUTS
- P PROPOSED STAGGERED PARKING
- © PROPOSED CROSSWALK
- ← PROPOSED ONE-WAY DIRECTION CHANGE
- ↔ EXISTING ONE-WAY

\* FINAL PLANTER LOCATIONS HAVE NOT YET BEEN DETERMINED \*

NOTE:  
INFORMATION ON THIS PLAN IS BASED  
ON OFFICE RECORDS AND IS SUBJECT  
TO FIELD VERIFICATION.

## WALLACE EMERSON PROPOSED TRAFFIC MANAGEMENT PLAN

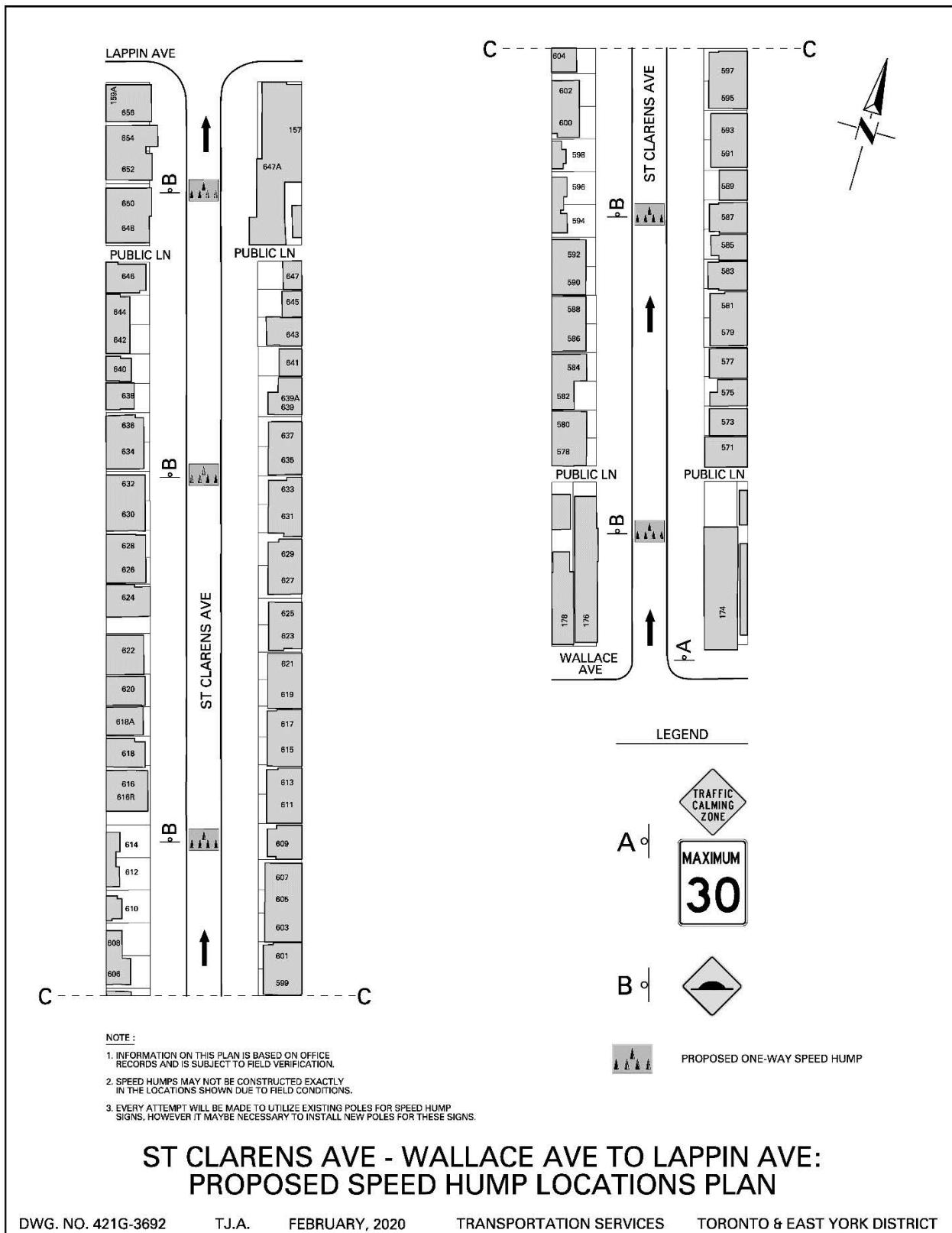
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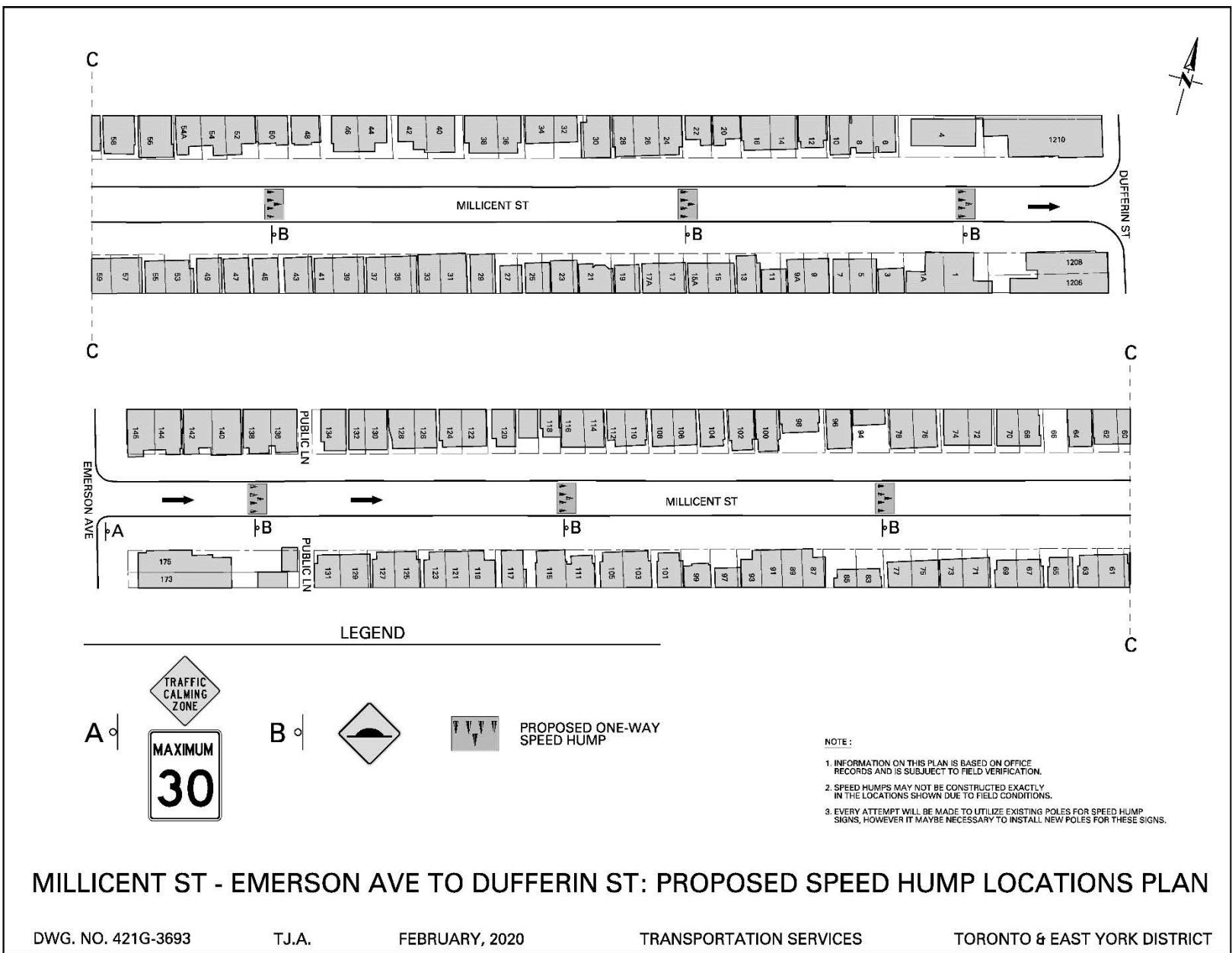
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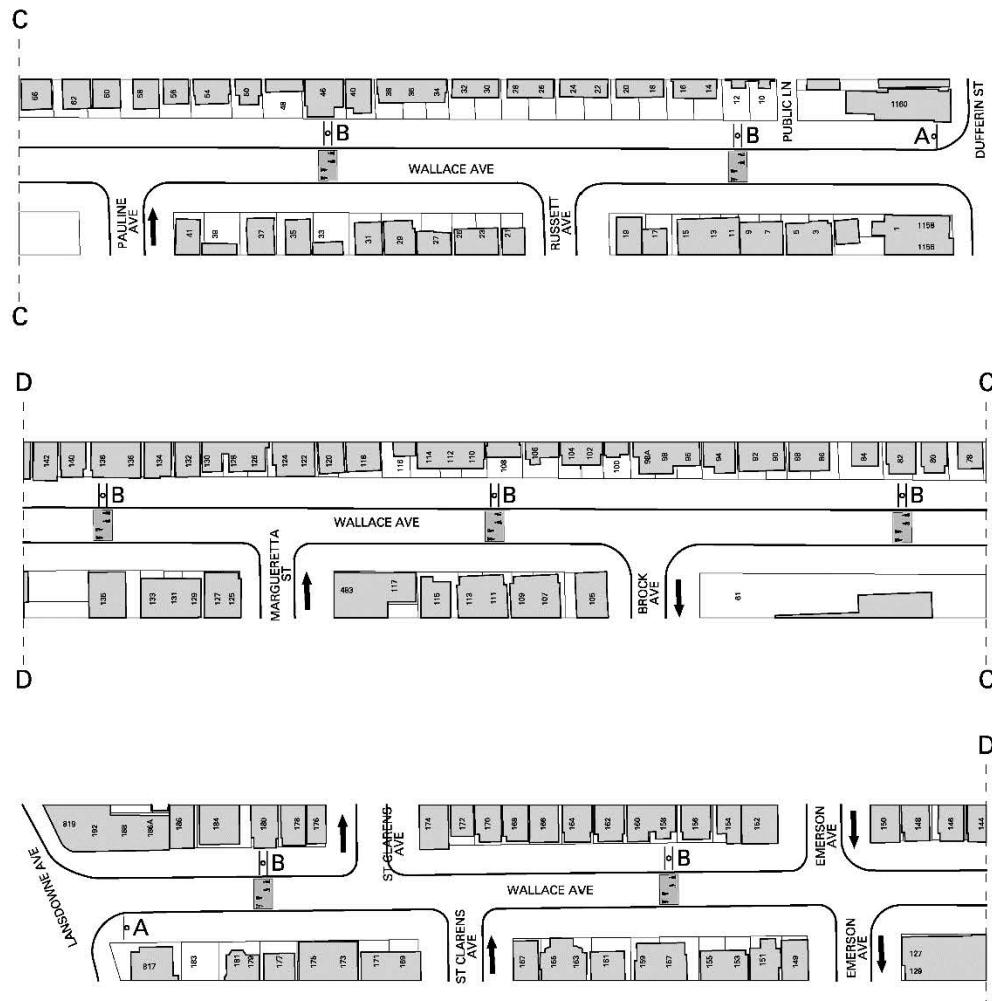
FEBRUARY, 2020

TRANSPORTATION SERVICES

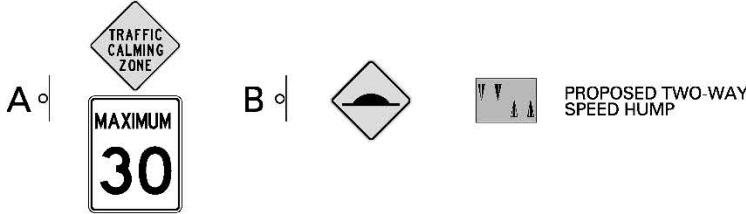
TORONTO & EAST YORK DISTRICT







## LEGEND



**NOTE :**

1. INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.
2. SPEED HUMPS MAY NOT BE CONSTRUCTED EXACTLY IN THE LOCATIONS SHOWN DUE TO FIELD CONDITIONS.
3. EVERY ATTEMPT WILL BE MADE TO UTILIZE EXISTING POLES FOR SPEED HUMP SIGNS, HOWEVER IT MAY BE NECESSARY TO INSTALL NEW POLES FOR THESE SIGNS.

## WALLACE AVE: DUFFERIN ST - LANSDOWNE AVE PROPOSED SPEED HUMP LOCATIONS PLAN

DWG. NO. 421G-3694

T.J.A.

FEBRUARY, 2020

## TRANSPORTATION SERVICES

## TORONTO & EAST YORK DISTRICT

