

Traffic and Safety Conditions Review - Rivertowne

Date: June 10, 2021

To: Toronto and East York Community Council

From: Director, Planning & Capital Program, Transportation Services

Wards: Ward 14, Toronto-Danforth

SUMMARY

This report recommends a path forward for the two major road changes that were introduced as pilot conditions in Rivertowne in the spring of 2020: 1) a temporary closure to vehicular traffic of Thompson Street, between Carroll Street and the first Lane east of Carroll Street and running south of Thompson Street, 2) a one-way vehicle traffic configuration affecting Matilda Street, between Munro Street and Carroll Street, and Kintyre Avenue, between Broadview Avenue and Munro St.

It is recommended that the temporarily prohibition of motor vehicle traffic on a segment of Thompson Street be made permanent. It is recommended that the experimental one-way configuration be modified to provide an alternative for drivers who reach the southern terminus of Carroll Street. Alternative one-way configurations that could be trialed on a pilot basis were identified. They are included in the report for information.

The report also provides a status update on the other items which appeared in the list of road safety improvements originally proposed by the Community Traffic Working Group in summer 2018.

RECOMMENDATIONS

The Director, Planning and Capital Program, Transportation Services, recommends that:

1. Toronto and East York Community Council make the following piloted road changes permanent:
 - a. Prohibit use by motor vehicles of Thompson Street, between Carroll Street and the first Lane east of Carroll Street and running south of Thompson Street.

- b. Prohibit parking at all times on the north side of Thompson Street, between Carroll Street and Munro Street.
- c. Rescind the existing permit parking regulation in effect from 12:01 a.m. to 7:00 a.m. on the even (north) side of Thompson Street, between Carroll Street and Munro Street.
- d. Designate Kintyre Avenue, between Broadview Avenue and Munro St., as one-way for westbound traffic only.

2. Toronto and East York Community Council direct the General Manager, Transportation Services to develop proposals for the permanent redesign of Thompson Street, between Carroll Street and the first Lane east of Carroll Street and running south of Thompson Street.

3. Toronto and East York Community Council rescind the one-way westbound traffic only designation for Matilda Street, between Munro Street and Carroll Street.

FINANCIAL IMPACT

Funding to implement these changes is available within the 2022 Operating and Capital Budgets for Transportation Services. The Chief Financial Officer has reviewed this report and agrees with the financial impact.

DECISION HISTORY

Proposed Road Changes Pilot - Rivertowne

In September 2019, Toronto and East York Community City Council authorized temporary changes to by-laws governing the operations of several streets in Rivertowne to test the effectiveness and impacts of closing a section of Thompson Street to traffic and converting two sections of road to one way operation.

[Agenda Item History - 2019.TE8.41 \(toronto.ca\)](#)

Rivertowne - Proposed Road Safety Improvements

In July 2018, Toronto and East York Community Council authorized a series by-law amendments pertaining to curbside management which enabled City staff to implement road safety improvements for which residents had indicated support through a Community Traffic Working Group.

[Agenda Item History - 2018.TE34.138 \(toronto.ca\)](#)

COMMENTS

The comments in this report are comprised of two segments: 1) Path forward for the Rivertowne Road Changes Pilot and 2) Updates on other road safety improvements in Rivertowne.

Path forward for the Rivertowne Road Changes Pilot

In spring of 2020, changes were made to the street network of Rivertowne on a pilot basis in the interest of making it safer and more comfortable to live in Rivertowne and/or to access Joel Weeks Park by preventing motorized vehicular traffic from using the neighbourhood to by-pass the intersections of Dundas Street East and Broadview Avenue or Queen Street East and Broadview Avenue. The pilot changes were also expected to encourage slow attentive driving in general, especially in the vicinity of the park which is a common destination for vulnerable road users (e.g. children). See item [2019.TE8.41](#) for a full description and map of the pilot changes; they can be summarized as: prohibiting motor vehicle traffic on a section of Thompson Street; and converting two sections of road to one-way operation on Matilda Street and Kintyre Avenue.

Motor vehicle prohibition on a section of Thompson Street

Community members and City staff observed that, after an initial acclimatization period, drivers and app-based route finders (e.g. GoogleMaps) in the area have become accustomed to the prohibition and no longer seek to use Thompson Street to by-pass of Queen Street East. The temporary prohibition, achieved by temporary closure, is considered to be a success with respect to the goal of preventing by-pass traffic. Motorists who used the route to access Broadview Avenue to the east and/or the Don Valley Parkway on-ramp to the west are now required to use Queen Street. While there is no overall community consensus on the prohibition, the benefit to safety of residents and park users is considered to outweigh any inconvenience of the prohibition and so staff recommend that the motor vehicle prohibition be made permanent. Sidewalks will remain open to pedestrians. See attachment 1 for a map.

City staff have heard that the community would like the current barricades replaced with more aesthetically pleasing materials, configured in such a way that the route is more easily passable by people cycling. Appropriate temporary and permanent designs will be developed to meet this requirement. The permanent design would be implemented when reconstruction of the road, including reconfiguration of curbs and sidewalks and replacement of the asphalt surface, is next undertaken as part of the state-of-good-repair program or an equivalent opportunity. In the meantime, it is suggested that residents can work with their Councillor and Ward 14 Office team to participate in the [StART Road Murals Program](#) which enables communities to paint a mural on a closed segment of street with guidance from an artist-coordinator. Applications for the program are expected to resume later in 2022.

Introduction of one-way streets

Community members, City staff, and road users, including residents, Canada Post and traffic enforcement personnel from Toronto Police Services, have expressed concern and observed that the one-way configuration that has been piloted is "confusing", and can be "hazardous".

Since 2020 when the pilot conditions were introduced, the intersection of Carroll Street, Matilda Avenue, and Kintyre Avenue has been rebuilt with curb extensions that shorten the pedestrian crossing distance into the park, and that require drivers to make slow and careful turns. The curb modifications make it difficult for large vehicles to make the turn, especially at high speeds. It is expected that these new, permanent, geometric improvements to the intersection will remain effective at promoting slow and attentive driving irrespective of what direction(s) of traffic flow are permitted.

Recommended modification to one-way configuration

It is recommended that the piloted one-way changes be partially modified to restore access to Munro Street (Option 1). See Attachment 2 for a map. In this option, the one-way restrictions introduced on Kintyre Avenue remain in place, and two-way traffic is permitted for one block of Matilda Street between Carroll Street and Munro Street. In this option, vehicles are able to access Munro Street from Carroll Street to make a northbound exit from the neighbourhood, controlled by a traffic signal on Dundas Street. Vehicles are not able to travel any further east nor south. It is expected that any vehicle movements from Carroll Street will be made slowly, due to the changes that have been made to the curbs at the intersection of Carroll Street and Matilda Street.

Alternative options

At the discretion of Toronto and East York Community Council, alternative options could be trialed. Three alternative modifications have been identified. Options 2, 3 and 4 are described below in order from least disruptive to existing conditions to most disruptive to existing conditions.

The first alternative option (Option 2) is to convert Carroll Street to one-way operations between Matilda Street and Doris Anderson Court. See Attachment 3 for a map. Vehicles on Carroll Street are expected to use Carroll Street as their exit from the neighbourhood. Southbound vehicles would be required to turn around at Doris Anderson Court, approximately 75m north of the intersection where they are currently expected to turn around. Vehicles parked on Carroll Street south of Doris Anderson Court would access that parking from the south.

The second alternative option (Option 3) allows two-way traffic on Matilda Street between Carroll Street and the Laneway west of Carroll Street, along the western border of Joel Weeks Park. See Attachment 4 for a map. This option would enable southbound traffic on Carroll Street to access the lane.

The third alternative option (Option 4) reverses the flow of traffic on Davies Street between Carroll Street and Thompson Street from northbound to southbound. See Attachment 5 for a map. This option would enable southbound vehicles on Carroll Street to continue southbound to Thompson Street. However, it would impact the access route to businesses located on Davies Street and increase complexity of the intersection of Thompson Street and Davis Street where there is an access to the Don Valley Parkway.

Attachment 6 outlines the Community Council decisions that would be required instead of staff recommendation #3, in order to pursue one of these options instead of the recommended option.

Updates on Additional Road Safety Improvements in Rivertowne

In addition to the pilot changes, progress has been made on other road safety improvements identified through consensus building with the Community Traffic Working Group, as reported in 2018. See attachment 7 for a table that summarizes the current status of all actions listed in the report on the Working Group activities ([2018.TE34.138](#)).

CONTACT

Michelle Berquist
Manager, Area Transportation Planning (Area 1), Transportation Services
416-338-7139, michelle.berquist@toronto.ca

SIGNATURE

Ashley Curtis
Director, Planning & Capital Program, Transportation Services
416-392-0170, ashley.curtis@toronto.ca

ATTACHMENTS

Attachment 1 - Map of current conditions in Rivertowne, including road closure

Attachment 2 - Map of recommended one-way configuration for second round of Road Changes Pilot in Rivertowne (Option 1)

Attachment 3 - Map of potential one-way configuration alternative for second round Road Changes Pilot in Rivertowne (Option 2)

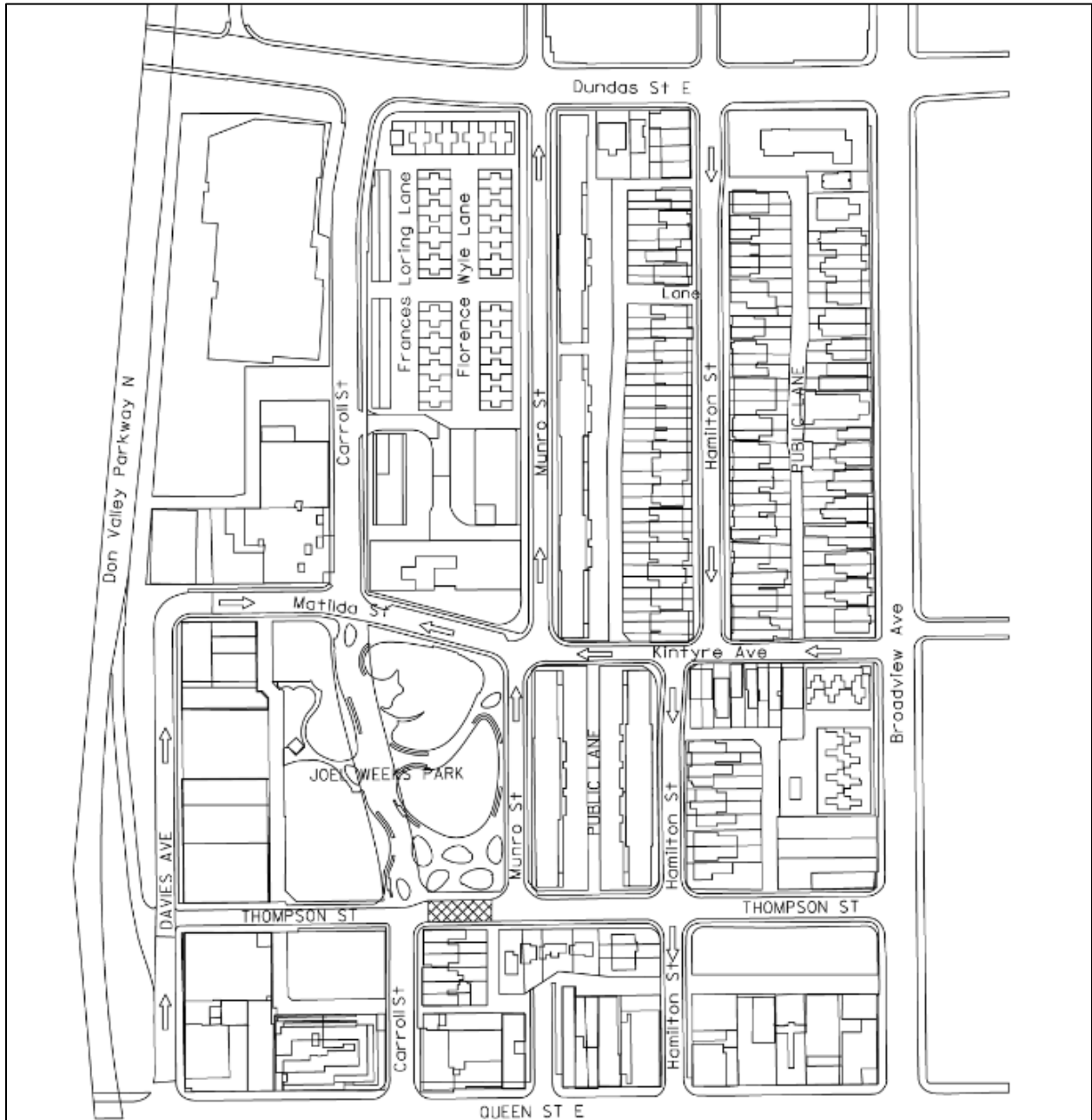
Attachment 4 - Map of potential one-way configuration alternative for second round Road Changes Pilot in Rivertowne (Option 3)

Attachment 5 - Map of potential one-way configuration alternative for second round Road Changes Pilot in Rivertowne (Option 4)

Attachment 6 - Table of alternative Community Council decisions required to execute Options 2, 3, 4

Attachment 7 - Status Update on Rivertowne Traffic Planning Action Plan from 2018.TE34.138

Attachment 1 - Map of current conditions in Rivertowne, including road closure



MAP LEGEND:

- EXISTING ONE-WAY STREET
- ROAD CLOSURE

RIVERTOWNE: ROAD CLOSURE



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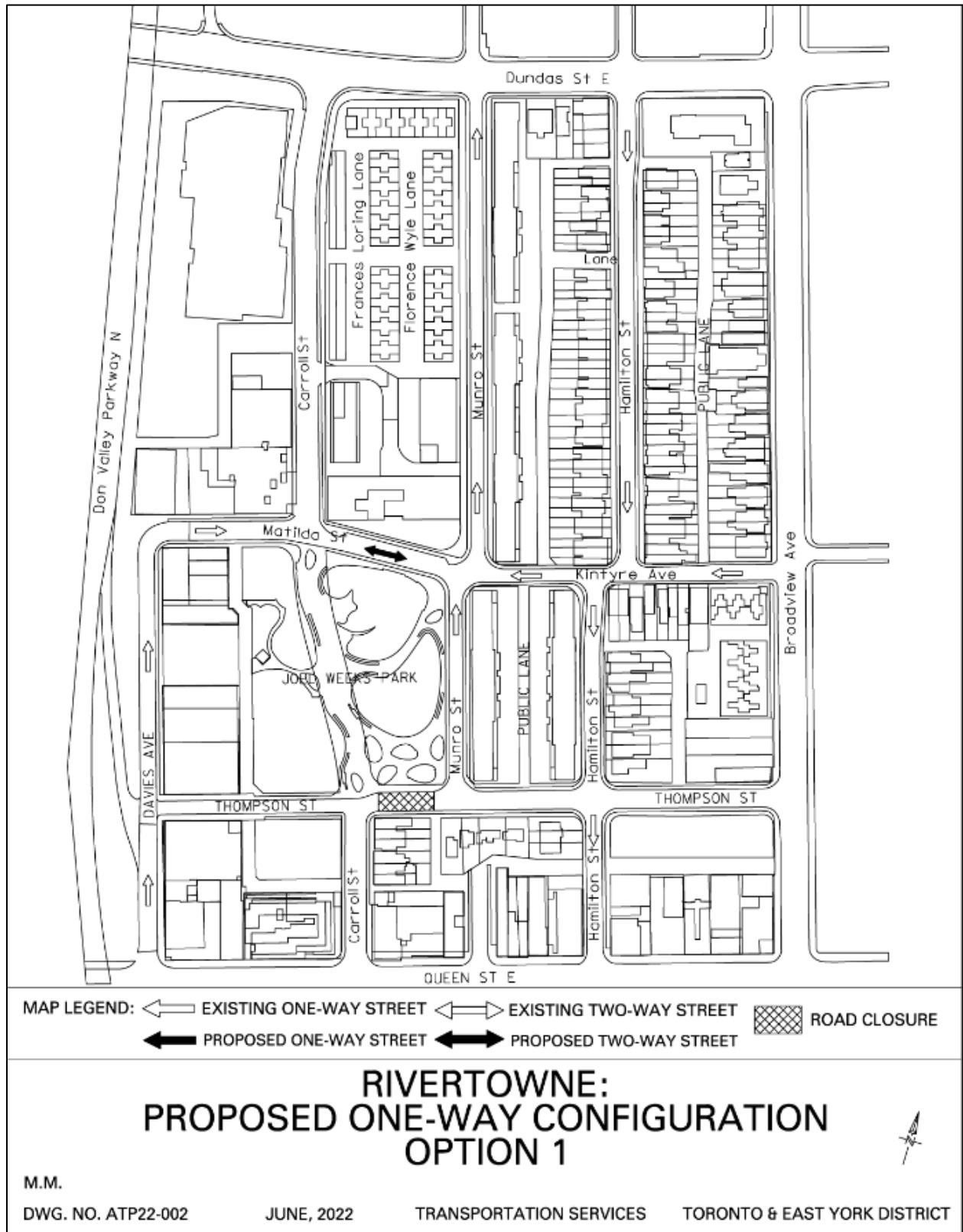
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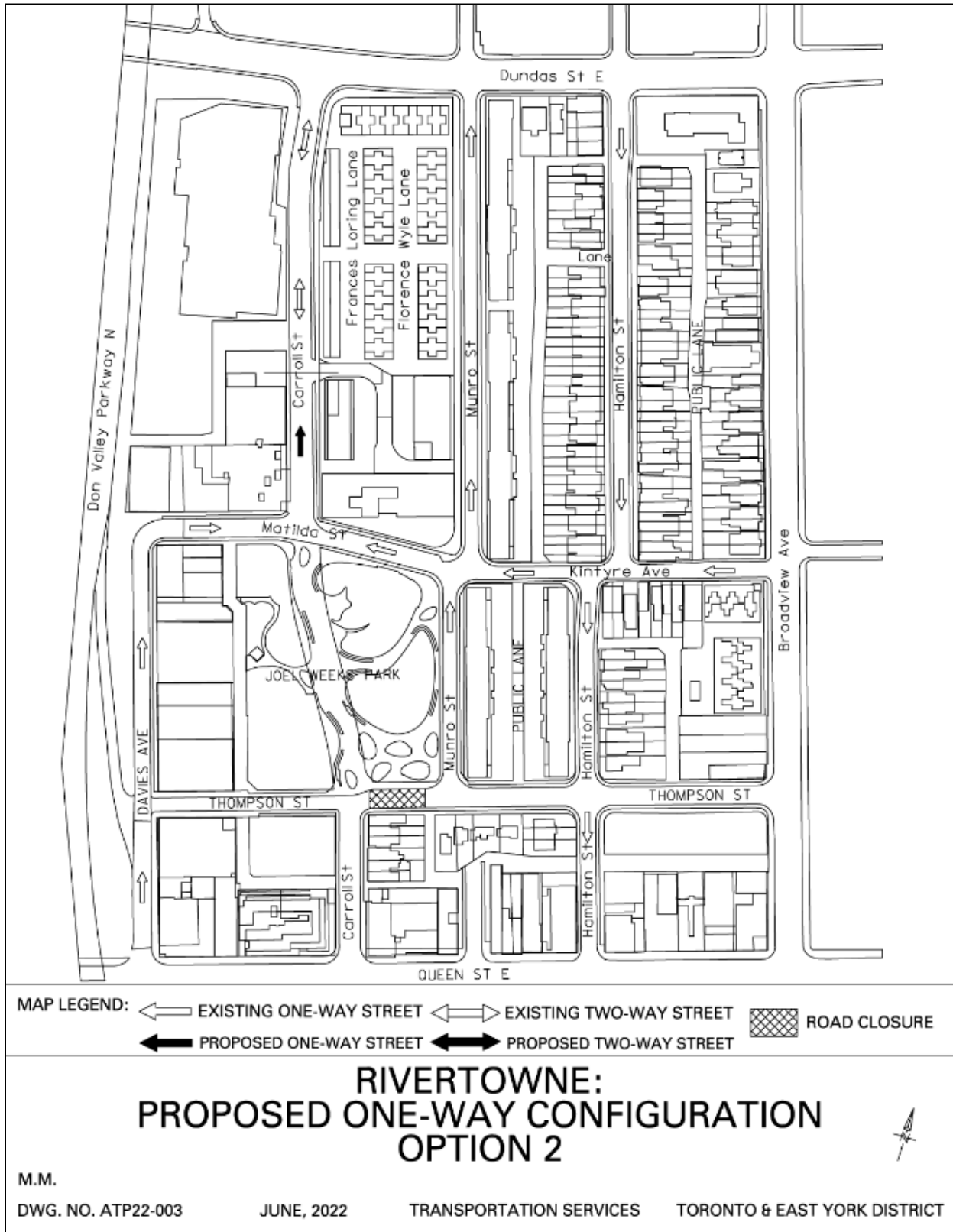
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TORONTO & EAST YORK DISTRICT

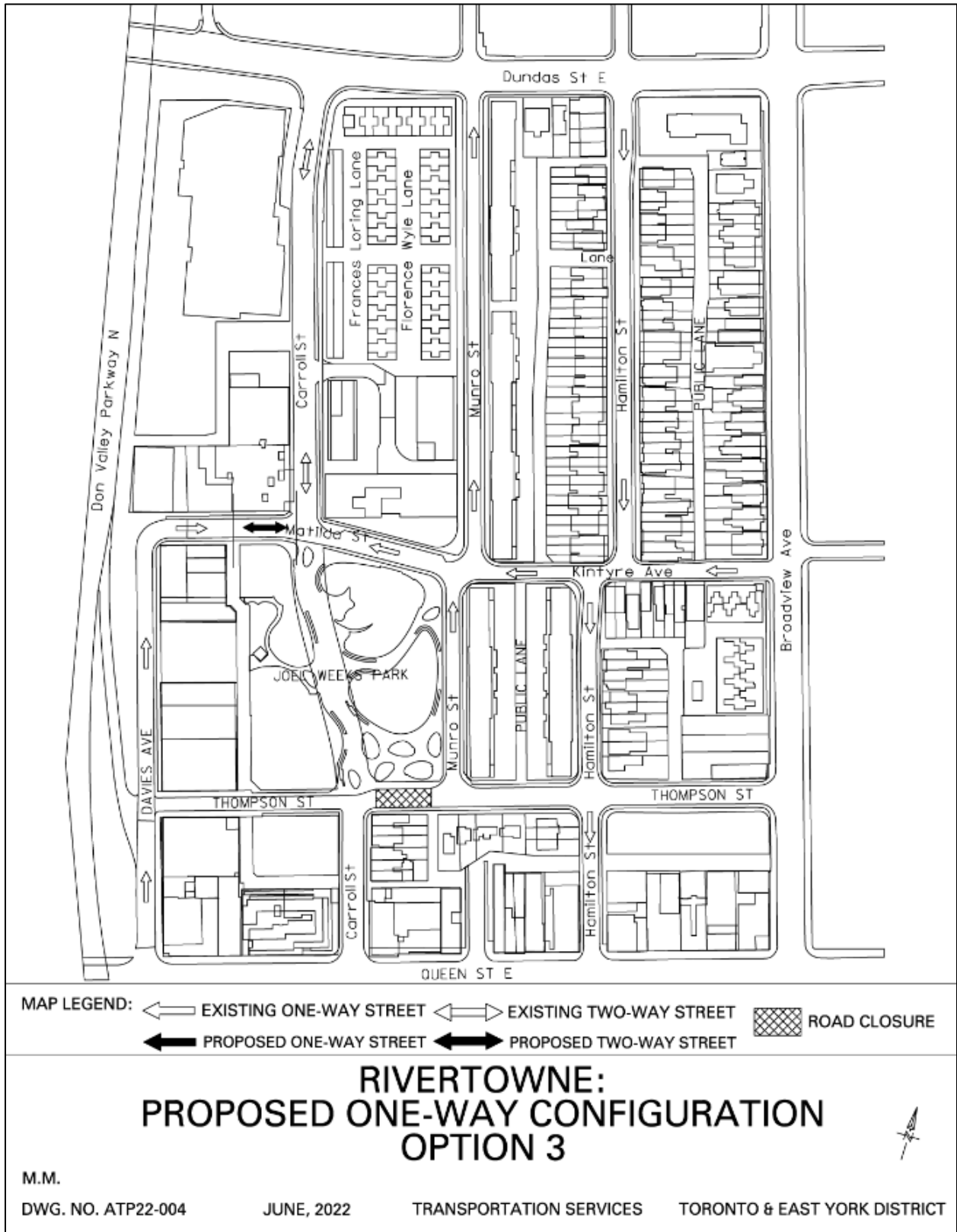
Attachment 2 - Map of recommended one-way configuration in Rivertowne (Option 1)



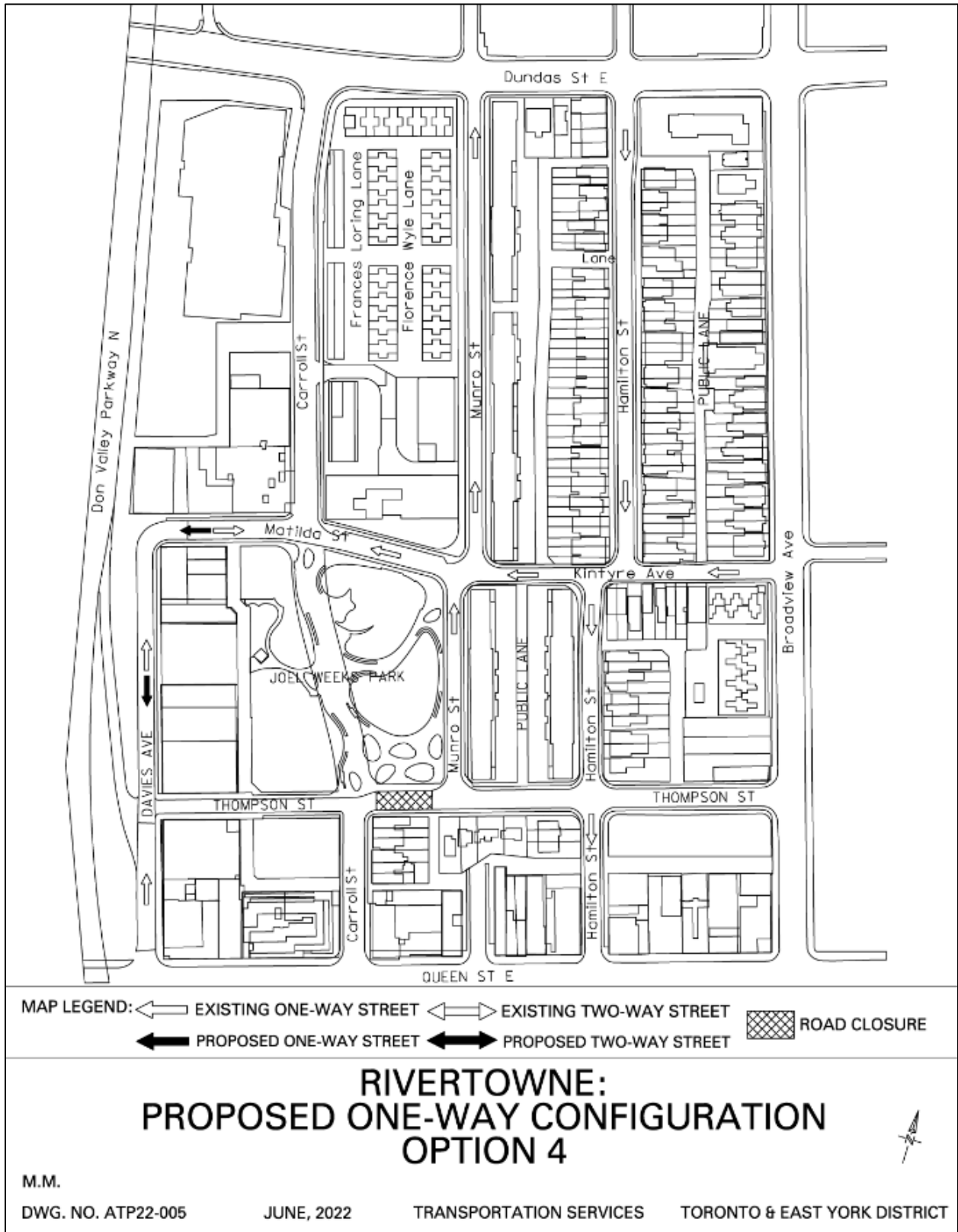
Attachment 3 - Map of potential one-way configuration alternative for second round Road Changes Pilot in Rivertowne (Option 2)



Attachment 4 - potential one-way configuration alternative for second round Road Changes Pilot in Rivertowne (Option 3)



Attachment 5 - Potential one-way configuration alternative for second round Road Changes Pilot in Rivertowne (Option 4)



Attachment 6 - Table of alternative Community Council decisions required to execute Options 2, 3, 4

Community Council would be required to make the following decisions in order to pursue Options 2, 3, or 4 instead of the staff recommended Option 1. Staff recommendation 3 would have to be replaced as follows:

Option 2: Move Carroll Street turn-around point northward 75m

3. Toronto and East York Community Council make the following changes on a pilot basis, expected to be from August 2022 until December 31 2023:

- a) designate Carroll Street, between Matilda St and Doris Anderson Court., as one-way for northbound traffic only.
- b) extend the current temporary designation of Matilda Street, between Munro Street and Carroll Street, as one-way for westbound traffic only.

Option 3: Provide access to laneway for southbound vehicles on Carroll Street

3. Toronto and East York Community Council make the following changes on a pilot basis, expected to be from August 2022 until December 31 2023:

- a) amend the existing one-way eastbound traffic designation for Matilda Street, between Davies Street and Carroll Street to be in effect from Davies Street to the Lane west of Joel Weeks Park.
- b) extend the current temporary designation of Matilda Street, between Munro Street and Carroll Street, as one-way for westbound traffic only.

Option 4: Reverse one-way traffic flow on Davies Street

3. Toronto and East York Community Council make the following changes on a pilot basis, expected to be from August 2022 until December 31 2023:

- a) Toronto and East York Community Council amend the existing one-way northbound traffic designation for Davies Avenue, between Queen Street East and Matilda Street to be in effect from Queen Street East and Thompson Street.
- b). Toronto and East York Community Council designate Davies Avenue between Thompson Street and Carroll Street as one-way for southbound traffic only.
- c) extend the current temporary designation of Matilda Street, between Munro Street and Carroll Street, as one-way for westbound traffic only.

Attachment 6 - Status Update on Rivertowne Traffic Planning Action Plan from 2018.TE34.138

Theme	#	Item/ Location	Status	Notes
Signs, Markings & Speed Bumps	1	Speed limit reduced to 30 kph.	Completed	Signs installed
	2	Stop bars and crosswalk lines painted	Completed	Pavement marking painted
	3	Stop bars at locations with Stop signs.	Completed	Pavement marking painted
	4	Speed Bumps installed in laneway along west side of Joel Weeks Park	Programming	Programing for installation being arranged
Installation of speed humps on	5	Carroll Street - Dundas Street East to Matilda Street	Completed	3 speed humps installed
	6	Matilda Street - Carroll Street to Munro Street	Completed	2 speed humps installed
	7	Munro Street - Dundas Street East to Matilda Street/ Kintyre Avenue	Completed	3 speed humps installed
	8	Munro Street - Street/ Kintyre Avenue to Thompson Street	Completed	2 speed humps installed
	9	Kintyre Avenue - Munro Street to Broadview Avenue	Completed	2 speed humps installed
	10	Davies Avenue - Matilda Street to Thompson Street	Completed	1 speed humps installed
	11	Carroll Street at Dundas Street East	Completed	Curb extensions installed

Theme	#	Item/ Location	Status	Notes
Installation of curb extensions	12	Carroll Street at Matilda Street	Completed	Curb extensions installed
	13	Munro Street at Matilda Street/ Kintyre Avenue	Programming	Curb adjustments expected to be considered as part of roadwork currently scheduled in the 3-year work plan. Possibility of temporary interim installation is being pursued.
	14	Munro Street at Thompson Street	Programming	Curb adjustments expected to be considered as part of roadwork currently scheduled in the 3-year work plan. Possibility of temporary interim installation is being pursued.
	15	Davies Avenue at Queen Street East	Programming	Programming for permeant and temporary installation is being pursued. Some design dependencies on decision about one-way configuration.
	16	Hamilton Street at Thompson Street	Programming	Programming for permeant and temporary installation is being pursued.
Construction of Raised Intersection	17	Carroll Street and Matilda Street	Alternative Design Completed	Horizontal deflection (curb bumpouts and radii reductions) rather than vertical deflection (raised intersection) delivered in 2021.

Theme	#	Item/ Location	Status	Notes
	18	Munro Street and Matilda Street/ Kintyre Avenue	Requested	Raised intersection are installed with full road reconstruction. This location is not currently scheduled for road reconstruction.
Construction of sidewalks	19	West side Carroll Street - Matilda Street to Doris Anderson Court	Completed	Sidewalks Constructed
	20	North side Kintyre Avenue - Broadview Avenue to laneway east of Munro Street	Programmed	Sidewalk construction currently scheduled for 2023
Signs & Markings	21	Bike sharrows Markings and signs on Carroll Street - Dundas Street to Matilda Street	Requested	Some design dependencies on decision about one-way configuration.
Temporary Road Closure	22	Thompson Street - Carroll Street to Munro Street	Current Pilot	Recommendation for permanent closure appear in this report
Conversion of One-Way/Two-Way Operation	23	Kintyre Avenue - Broadview Avenue to Hamilton Street	Current Pilot	Planned re-designation of road to one-way from two-way complete. Staff recommend this remain.
	24	Munro Street - Queen Street East north to first laneway	Completed	Planned re-designation of road to two-way from one-way complete
	25	Thompson Street - Hamilton Street east to laneway	Request Rescinded	Desired effect has been achieved with Thompson Street closure (item #22)
Bullnose Extension	26	Davies Avenue at DVP ramp	Request Rescinded	Desired effect has been achieved with Thompson Street closure (item #22)