

Turn Prohibition - Donlands Avenue and O'Connor Drive

Date: November 18, 2024

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 14, Toronto-Danforth

SUMMARY

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

Transportation Services is requesting approval to prohibit northbound left-turns, at all times, at the intersection of Donlands Avenue and O'Connor Drive. The turn restriction at the subject intersection, in conjunction with adjustments to the northbound lane alignments, is intended to facilitate the flow of traffic and reduce delays to northbound and southbound through movements.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. City Council prohibit northbound left-turns at all times at the intersection of Donlands Avenue and O'Connor Drive.

FINANCIAL IMPACT

The estimated cost of installing the signs is \$1,000.00. Funding is anticipated to be available within the Transportation Services 2024 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services has received complaints from the public, along with a request from the TTC, to assess the feasibility of modifying the current lane configuration and operations on Donlands Avenue, between Plains Road and O'Connor Drive. The goal of this review is to reduce delays and improve TTC service reliability in this area.

Existing Conditions

Donlands Avenue is characterized by the following conditions:

- It is a four-lane, north-south, minor arterial roadway
- It operates two-way traffic on a pavement width of approximately 13.4 metres
- The daily two-way traffic volume is approximately 15,000 vehicles
- The speed limit is 40 km/h
- Heavy trucks are prohibited from 7:00 p.m. of one day to 7:00 a.m. of the next following day
- There is TTC service provided by the 56 Leaside bus route
- There are sidewalks located on both sides of the street
- There are 36 angled parking stalls on the east side of the street

O'Connor Drive is characterized by the following conditions:

- It is a four-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 13.8 metres
- The daily two-way traffic volume is approximately 19,000 vehicles
- The speed limit is 40 km/h
- There is TTC service provided by the 8 Broadview bus route
- There are sidewalks located on both sides of the street
- It is designated as a Community Safety Zone

The land use in the vicinity of the intersection of Donlands Avenue and O'Connor Drive is predominantly commercial. The subject intersection is controlled by traffic control signals and the signal timing plan includes an advance southbound left-turn phase, as well as advance westbound left-turn phase. During the latter phase, there is a simultaneous northbound right-turn phase provided. Northbound right-turns are prohibited during the red signal.

A map of the area is included in Attachment 1.

Proposed Turn Prohibition

Transportation Services has received complaints from the public regarding delays on Donlands Avenue, south of O'Connor Drive. The TTC also reached out to share similar concerns. The primary issue involves delays caused by the northbound curb lane and right turns. Although the current signal timing includes an exclusive northbound right-turn phase, overlapping with the westbound left-turn phase, the capacity of this turn is limited by the angled parking on the east side of Donlands Avenue. This parking configuration restricts storage for vehicles in the curb lane to the position of the first parked vehicle approximately 20 metres south of the intersection.

Additionally, at times larger parked vehicles may extend into the curb lane, causing obstruction to northbound traffic flow, forcing motorists to change lanes. This congestion is further exacerbated by drivers maneuvering into or out of parking spaces and aligning themselves for the traffic signals at O'Connor Drive, often reducing the northbound approach to a single lane. These challenges collectively lead to increased delays, heightened collision risks, and rising driver frustration. To address these issues, staff began exploring operational changes to the intersection's south leg without affecting the angled parking, recognizing the significant impact its removal would have on local parking availability.

After assessing potential modifications, staff reviewed changes to the lane configurations on the south approach. However, adjustments were constrained by the limited road width and the need to accommodate vehicle turning paths at the intersection. A pavement marking plan was prepared to implement slight lane width adjustments, with a painted line added to clearly delineate the angled parking area, separating the parking stalls from the easterly northbound lane. This approach maintains current parking capacity while aiming to improve traffic flow at the intersection.

To further support northbound traffic flow and address the ongoing issues, staff are also proposing a northbound left-turn prohibition at the intersection. This measure would work in tandem with the recent lane width adjustments to help alleviate congestion in the northbound lanes. A review of historical turning movement count studies indicated that northbound left-turn volumes at this intersection are relatively low. Over the busiest eight-hour period of a typical weekday, approximately 75 northbound left turns are made. Given the existing roadway network in this area, it is expected that the displaced northbound left turns will have minimal impact on nearby roads and will not contribute to traffic infiltration concerns. Instead, prohibiting this left turn is anticipated to reduce delays and improve the overall traffic flow at the intersection.

The Ward Councillor has been advised of the recommendation of this staff report.

CONTACT

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SIGNATURE



for

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

ATTACHMENTS

Attachment 1: Map - Turn Prohibition and Pavement Marking - Donlands Avenue,
between Plains Road and O'Connor Drive

Attachment 1: Map - Turn Prohibition and Pavement Marking - Donlands Avenue, between Plains Road and O'Connor Drive

