

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON NOVEMBER 1, 2016
FROM:	KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	SOUTH STREET AND GREY STREET TWO WAY CONVERSION

RECOMMENDATION

That, on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to the conversion of South Street and Grey Street from one-way to two-way traffic operation:

- a) The conversion from one-way to two-way operation **BE APPROVED**;
- b) the Civic Administration **BE DIRECTED** to request the required railway signal modifications by the railway company; and,
- c) the Civic Administration **BE DIRECTED** to initiate the additional parking analysis, infrastructure modifications and bylaw amendments required to implement the conversion subject to the timing of the required railway signal modifications.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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- Civic Works Committee – May 5, 2015 – South Street and Grey Street Two Way Conversion

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of *Building a Sustainable City* by implementing and enhancing mobility and accessibility for all transportation users.

BACKGROUND

Purpose

This report seeks Municipal Council approval on the proposed one way to two way traffic operations conversion of South Street and Grey Street as recommended in the South Street Campus Lands Development Transportation Impact Assessment Study.

Context

On May 12, 2015 Council resolved that the Civic Administration be directed to host a public meeting with respect to converting South Street between Wellington Street and Adelaide Street North and Grey Street between Richmond Street and Adelaide Street to two-way traffic operations. The two-way conversion was recommended in the South Street Campus Lands Development Transportation Impact Assessment and referenced in the South of Horton Community Improvement Plan and the Old Victoria Hospital Lands Secondary Plan. On October 15, 2015, a Public Information Centre (PIC) was held at the Aberdeen Public School.

DISCUSSION

South Street and Grey Street are one-way streets, main access roads for the SoHo area and are classified as Neighbourhood Connector streets in The London Plan. The SoHo Community Improvement Plan, adopted by City Council in June 2011, has a vision for the future development and intensification of this community. A Transportation Impact Assessment (TIA) study, completed in 2013, recommended the conversion of South Street and Grey Street to two-way streets. The two-way conversion of both streets is expected to improve flow within the SoHo neighborhood and provide more access options from the arterial network. It should also improve safety by creating a neighbourhood road network consistent with most other parts of London, eliminating wrong way travel and slowing driving speeds. Figure 1 below illustrates the study area and the existing one way streets.

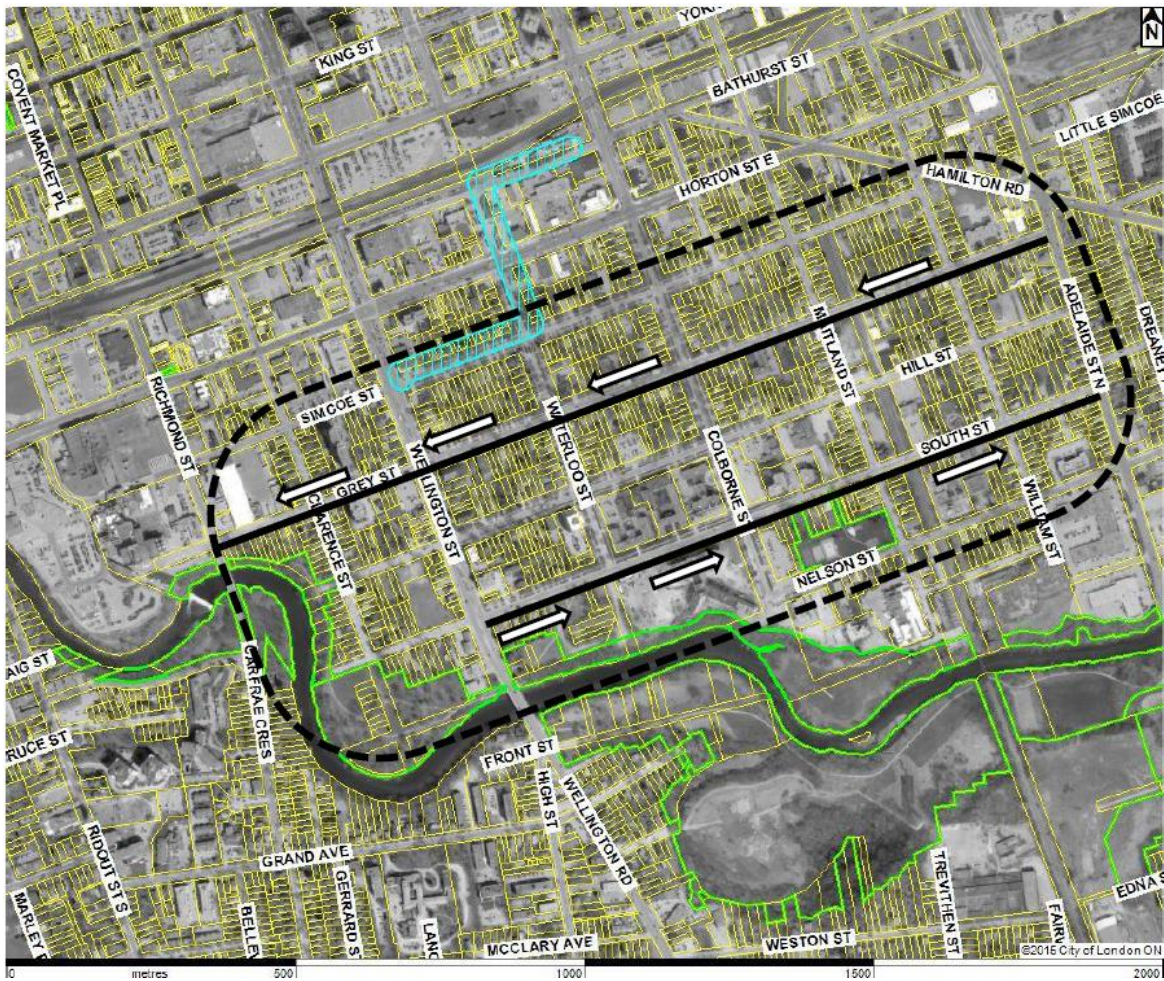


Figure 1: Existing One-Way Traffic Operation of South Street and Grey Street

Community Consultation

Residents of the SoHo Community had the opportunity to provide input and comments on potential conversion of South Street and Grey Street from one-way streets to two-way streets at a Public Information Centre that was held on October 15, 2015. Invitation letters were mailed to more than 600 residents of a wide area bounded by Simcoe Street to the north, Adelaide Street to the east, the Thames River to the south, and Wellington Street to the west. Approximately 25 residents attended the PIC. Staff presented the findings of the TIA study, and discussed with the public the potential conversion of South Street and Grey Street from one-way streets to two-way streets. Key comments from the residents at and after the PIC include the following.

Synopsis of Resident Comments

Residents indicated many drivers currently travel the wrong direction on Grey Street and South Street due to poor one-way signage. It was suggested that signage should be improved.
A peak hour turn restriction for turning to Adelaide Street from Grey Street was requested if the conversion is implemented.
The loss of parking on South Street as a result of the conversion was identified as a concern for residents with shared driveways.
The loss of on-street parking on Grey Street is a concern for the London First Church of the Nazarene and the Fugitive Slave Chapel.
The City was told to consider traffic calming measures instead of the conversion.
A request for speed bumps and all-way stops signs at every intersection was identified if the conversion is implemented.
A need for traffic signals at Wellington Street and South Street was suggested if South Street is converted to two-way.
It was suggested that a two-way conversion will increase congestion on Adelaide Street.
It was predicted that more neighbourhood cut through traffic and congestion will occur with the conversion.
A resident indicated a grade separation at Adelaide Street and the CPR tracks is a higher priority.
Some residents supported the conversion of South Street to two-way.

In summary, mixed comments by individuals were received at the PIC. Comments were received strongly not supporting the two-way conversion, in support of the conversion, and identifying parking issues, railway crossings, signage issues, and traffic calming needs. Staff responded to all comments received. Staff illustrated the results of the traffic operational analysis that was undertaken to assess the impact of the two-way streets on the adjacent road network. The study showed that operations at the study area intersections remain largely the same with the implementation of two-way traffic on South Street and Grey Street.

A meeting with the Ward Councillor and the President of the SoHo Community Association was held on April 29, 2016 to obtain feedback from the Association on the potential two-way street conversion. As per the Association request, staff presented to members of the SoHo Community Association background information and findings with respect to potential conversion of South Street and Grey Street to two-way operation on May 18, 2016. The feedback was positive and the proposed two-way conversion received good support from the Association members.

Recommended Implementation Plan

The preliminary infrastructure and operating requirements for converting South Street and Grey Street from one-way to two-way operations are briefly summarized below:

South Street

- Remove all existing "one-way" and "do not enter" signage;
- South Street at Wellington Street: install a westbound stop sign, and a left-through prohibition;
- South Street at Colborne Street: install a westbound stop sign;
- Prohibit and remove existing on-street parking on the south side of the road between Colborne Street and Maitland Street (one block);
- Prohibit on-street parking between Maitland Street and Adelaide Street; and,
- Install westbound railway crossing protection (by CN) including appropriate pavement markings and signage.

Grey Street

- Remove all existing "one-way" and "do not enter" signage;
- Grey Street at Wellington Street: modify island on north leg to accommodate a southbound left turn lane with 20 metres of storage and a 45 metre taper, relocate existing traffic signal pole, install new eastbound primary and secondary traffic signal heads, widen the west leg of the intersection by 2 metres and 100 metres long on the south side to accommodate a new eastbound left turn lane, and remove existing curb bump out on southwest corner to accommodate eastbound traffic;
- Grey Street at Colborne Street: install new stop sign and pavement markings for eastbound traffic (existing traffic signals will be removed this year as part of the Colborne Street reconstruction);
- Grey Street at Maitland Street: install new stop sign and pavement markings for eastbound traffic;
- Grey Street at William Street: install new stop sign and pavement markings for eastbound traffic;
- Prohibit on-street parking on south side of Grey Street between Richmond Street and Adelaide Street;
- Prohibit on-street parking on north side of Grey Street from Colborne Street to Adelaide Street;

- Install eastbound railway crossing protection (by CN) including appropriate pavement markings and signage; and,
- Install school crossing signage for eastbound traffic.

The two-way conversion will require a reduction of approximately half of the existing on-street parking. As such, a more detailed review of parking needs along both impacted streets will be conducted before implementation. It should be noted that the existing on-street parking on the adjacent streets will not be affected.

The timing of the conversions will be dictated by the CN’s implementation schedule of the required railway signal changes. Amendment to the Traffic and Parking By-law will be required when implementing the above recommendations.

Financial Impact

The estimated cost of the associated infrastructure changes is \$550,000. Costs would predominantly be addressed by the Transportation Services annual Localized Roadworks account.

It should be noted that a large component of the costs are related to railway signals. This cost is a function of CN railway design and implementation and is therefore very preliminary.

SUMMARY

A TIA study determined that the conversion of South Street and Grey Street from one-way to two-way operation will have a minimal effect on the surrounding intersection operations and will improve traffic flow within the SoHo community. The conversion will improve safety and facilitate a streetscape that better facilitates the London Plan goals for a Neighbourhood Connector street within this redeveloping area. The estimated preliminary cost of the associated infrastructure changes is \$550,000.

Residents of the SoHo Community provided input and comments on potential conversion of South Street and Grey Street from one-way streets to two-way streets at a PIC that was held on October 15, 2015.

Acknowledgements

This report was prepared with the assistance of Maged Elmadhoon, M.Eng., P.Eng., of the Transportation Planning & Design Division.

SUBMITTED BY:	REVIEWED & CONCURRED BY:
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Cc: Councillor T. Park, Ward 13
SoHo Community Association
J. Fleming, Managing Director, Planning and City Planner