

TO: ACTING CITY MANAGER

DATE: 1994 11 22

FROM: DIRECTOR ENGINEERING

FILE:

SUBJECT: BARRICADE AT GROVE AVENUE AND FRANCES STREET

PURPOSE: To outline a stakeholder consensus for altering the barricades of Grove Avenue at Frances Street

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**RECOMMENDATIONS:**

1. **THAT** the Grove Avenue Barricade be altered to permit northbound traffic and that other measures including stop sign control along the Grove corridor be implemented as discussed in this report.
2. **THAT** a copy of this report be sent to the participants in recent discussions regarding this issue and the Secretary of the Traffic Safety Committee.

**REPORT**

**1.0 BACKGROUND**

At its meeting of 1994 September 26, Council received a delegation and a Traffic Safety Committee report on the subject of the Grove Avenue Barricade. After some consideration Council resolved:

- "1.1 That the Grove Avenue barricade be retained on a temporary basis.*
- 1.2 That the matter be referred back to the Traffic and Transportation Committee (Traffic Safety Division) for development of a package of alternative traffic calming measures."*

Since then the Traffic Safety Committee has received a delegation representing residents of Union Street and staff have met with concerned residents culminating in a meeting where there was tripartite representation including residents against the barricade (represented by Mr. Murray Spracklin a local real estate agent and Union Street resident); those benefitting from the full barricade (Messrs. Shaffin Poonja, Richard de Beck, and Emile Marrinier); and local business interests represented by Mr. Merv Kennedy manager of the North Shore Credit Union branch at the Mall.

At this meeting on 1994 November 20, there was a willingness on the part of all concerned to compromise and a pragmatic consensus of support for a solution emerged. This solution is further discussed below.

**2.0 PROPOSED CHANGES**

The proposed changes agreed to included elements of previously discussed options that were reintroduced for consideration by the participants. The recommended scheme is shown on exhibit 1 attached and key elements are discussed below.

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## **2.1 Grove Barricade**

It was proposed that the barricade at Grove Avenue be opened to northbound traffic only. In effect this would create a one way section along Grove between Frances and the Kensington Mall driveway on Grove. It was recognized this would significantly address the accessibility requirements of the Mall while retaining some measure of relief for area residents.

## **2.2 Left Turn Prohibition at Sperling and Lane South of Hastings**

This prohibition was installed in response to the safety concern arising from the number of vehicles turning left from Sperling to the lane because of the barricade closure at Grove. This restriction of movement to the lane has had a negative impact on the business uses which rely on the abutting lane for access. With reopening of the barricade to north bound movement there would no longer be a diversion of left turn traffic to the lane and the prohibition could be removed to the benefit of the local merchants. Lane traffic would be monitored with "before and after" traffic counts.

## **2.3 Stop Sign Control Along Grove**


It was agreed that it would be beneficial for there to be stop sign control of streets entering Grove including a four way stop at Grove and Union.

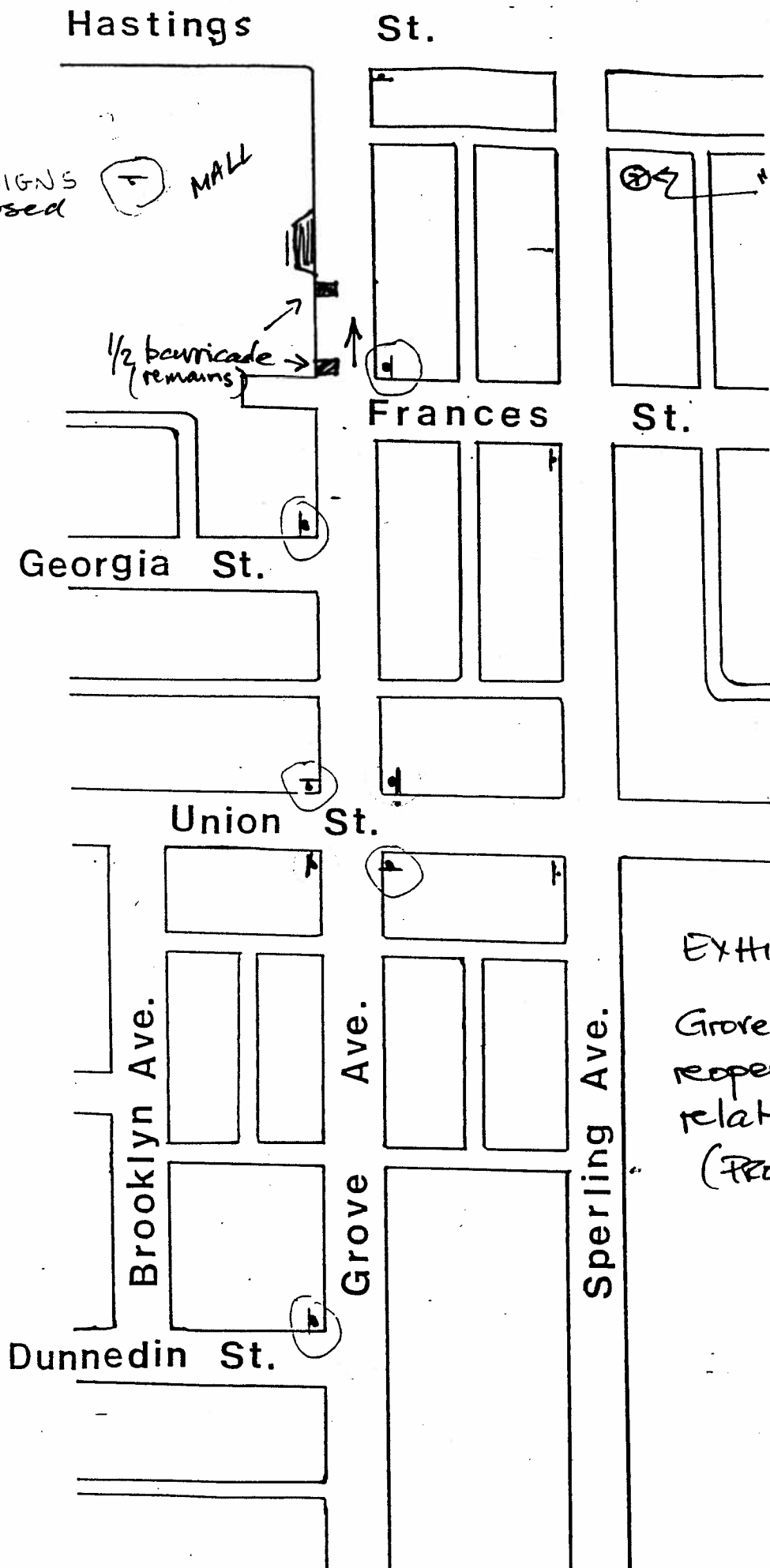
## **2.4 Other Measures**

It was recognized that there may be a requirement for minor fine tuning of improvements such as control measures to preclude southbound movement from the Mall to Grove. The use of road markings to delineate narrowed travel lanes on Frances will be considered if speeding remains a problem after the implementation of stop sign control.

## **3.0 IMPLEMENTATION**

In supporting this package of improvement measures there was a strong desire on the part of commercial interests to expedite implementation of the partial barricade opening especially with the impending holiday season. There was also a spirit of cooperative support by residents for the early implementation of changes. Given the desire for quick action the Chair of the Traffic Safety Committee, Councillor Young has agreed that this matter should be brought directly to Council. Staff note that in discussions with stakeholders it was agreed that the proposed changes could again be reviewed by the Traffic Safety committee in six months time if there are concerns that remain unresolved.

  
DIRECTOR ENGINEERING



"No. left turn"  
prohibition to  
be removed

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EXHIBIT 1  
Grove Ave Barricade  
reopening and  
related changes.  
(PROPOSED)

