



**STAFF REPORT  
ACTION REQUIRED**

**Traffic Control Signals and Road Alteration - Lake Shore Boulevard West at Ontario Place**

<b>Date:</b>	June 18, 2008
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Trinity-Spadina, Ward 19
<b>Reference Number:</b>	Ts08126te.top.doc

**SUMMARY**

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This staff report is about a matter for which the Toronto and East York Community Council has delegated authority from City Council to make a final decision.

Transportation Services is requesting Toronto and East York Community Council’s approval to install traffic signals on Lake Shore Boulevard West, at a new entrance to Ontario Place, and undertake associated roadway alterations. Changes to a number of turn regulations are also required to implement the plan.

These amendments are being made in conjunction with the re-alignment and improvement of the Martin Goodman Trail, and will improve access for motorists to/from Ontario Place, and enhance safety along the section of the Martin Goodman Trail fronting Ontario Place for pedestrians and cyclists. All costs will be borne by the Toronto Waterfront Revitalization Corporation (Waterfront Toronto).

**RECOMMENDATIONS**

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**Transportation Services recommends that, subject to the receipt of funds from the Toronto Waterfront Revitalization Corporation, Toronto and East York Community Council:**

1. Authorize the installation of traffic control signals at a new intersection formed by a driveway to/from Ontario Place and Lake Shore Boulevard West, approximately 350 metres east of Ontario Drive.
2. Approve alterations of Lake Shore Boulevard West, in the vicinity of Ontario Place, namely, installing centre median islands and associated minor widening on

the south side to accommodate the islands and new left turn lane on Lake Shore Boulevard West, at a point about 350 metres east of Ontario Drive (the new driveway), generally as shown on the attached Drawing No. 421F-9315, dated June 2008.

3. Rescind the “No Left Turn Anytime” regulation for eastbound traffic from Remembrance Drive onto Lake Shore Boulevard West, approximately 270 metres west of Newfoundland Drive.
4. Rescind the “No Left Turn Anytime” regulation for westbound traffic on Lake Shore Boulevard West at Ontario Drive.
5. Rescind the “No Left Turn Anytime” regulation for eastbound traffic at the Remembrance Drive eastbound exit from Lake Shore Boulevard West to Ontario Place Parking at the Ontario Place Extension of Ontario Drive.

### **Financial Impact**

The adoption of the above-noted Recommendations will not result in any financial impact to Transportation Services. All costs associated with the proposed installation of new traffic control signals, and road/curb alterations on Lake Shore Boulevard West, in front of Ontario Place are the responsibility of the Toronto Waterfront Revitalization Corporation. This includes:

- Signalization and reconstruction of the new driveway approximately 350 metres east of Ontario Drive, in the estimated amount of \$605,000.00; and
- Reconstruction and modifications to the signal plant, hardware and related signage at Lake Shore Boulevard West and Ontario Drive, in the estimated amount of \$160,000.00.

### **ISSUE BACKGROUND**

The Toronto Waterfront Revitalization Corporation requested Transportation Services to review a proposal and take steps to implement several changes to vehicular ingress/egress at Ontario Place, from Lake Shore Boulevard West. These changes enable re-alignment of and provide safety enhancements along the Martin Goodman Trail.

### **COMMENTS**

#### **Existing Conditions**

Lake Shore Boulevard West, between Ontario Drive and Newfoundland Drive, is a six-lane major arterial roadway. It has a speed limit of 60 km/h and daily two-way traffic volume of approximately 40,000 vehicles. There is no Toronto Transit Commission (TTC) service provided on this section of Lake Shore Boulevard West. The widths of the through lanes on Lake Shore Boulevard West generally vary between 3.3 metres and 4.0 metres.

Exhibition Place abuts the north side of this section of Lake Shore Boulevard West, with vehicle access provided at Ontario Drive and at Newfoundland Drive. Both intersections are controlled by traffic signals. Ontario Place abuts the south side of this section of Lake Shore Boulevard West. Vehicle access to/from Ontario Place is provided at the following three locations (west to east):

- At a point opposite Ontario Drive - This signalized location allows all outbound vehicle movements. There is a one-way inbound access road from the eastbound lanes of Lake Shore Boulevard West. Westbound left-turn movements into this access road are prohibited at all times. An eastbound left-turn prohibition from the access road to northbound Ontario Drive is authorized by by-law but not signed;
- At a point about 270 metres west of Newfoundland Drive - There is a ramp to eastbound Lake Shore Boulevard West, which operates one-way outbound. A “Stop” sign is posted for traffic entering Lake Shore Boulevard West from the ramp. Left-turn movements from the ramp to westbound Lake Shore Boulevard are prohibited at all times; and
- At a point opposite Newfoundland Drive - This driveway is the southerly leg of the Lake Shore Boulevard West/Newfoundland Drive signalized intersection. The driveway provides ingress/egress between Lake Shore Boulevard West and parking lots at Ontario Place.

Due to the existing configuration of the entrances and parking lots at Ontario Place, the Martin Goodman Trail is forced to divert south away from Lake Shore Boulevard West and take a circuitous route along the south side of the parking lots. Also, it is difficult for cyclists on the Martin Goodman Trail to access the northbound bicycle lanes on Strachan Avenue, by way of Remembrance Drive from the south side of Lake Shore Boulevard West.

## **Proposals**

To improve the section of the Martin Goodman Trail adjacent to Ontario Place, a number of improvements have been proposed by the Toronto Waterfront Revitalization Corporation (Waterfront Toronto). These improvements, made in consultation with Ontario Place, are as follows:

- Eliminate the southerly diversion of the Martin Goodman Trail by having it run east-west, along the south side of Lake Shore Boulevard West;
- Eliminate the access road to Ontario Place, from eastbound Lake Shore Boulevard West, west of Ontario Drive. The ramp will be replaced with a new two-way driveway that will align perpendicular to Lake Shore Boulevard West. This alignment also will allow designation of an exclusive left-turn lane for westbound motorists on Lake Shore Boulevard West within the existing pavement width. This proposal requires rescinding the westbound left-turn prohibition and a slight

narrowing of the through traffic lanes on Lake Shore Boulevard West to provide 3.4 metre wide lanes. The left-turn prohibition from the access road to northbound Ontario Drive, which has not been signed, will be rescinded;

- Establish a new signalized intersection, approximately 350 metres east of Ontario Drive. This intersection will provide full vehicle access to/from Ontario Place and consist of two inbound lanes and two outbound lanes. It will intersect the south side of Lake Shore Boulevard West in a “T-type” intersection. An exclusive left-turn lane for westbound motorists on Lake Shore Boulevard West will be designated at this location. This requires a slight widening of the south side of Lake Shore Boulevard West and narrowing of the through lanes to 3.3 metres. The road widening requires a small conveyance/acquisition of land belonging to Ontario Place. Raised median islands will also be installed on Lake Shore Boulevard West;
- Eliminate the outbound ramp to eastbound Lake Shore Boulevard West, located on the south side of Lake Shore Boulevard West, approximately 270 metres west of Newfoundland Drive. The eastbound left-turn prohibition from this driveway also will be rescinded; and
- Install a new signal phase at the intersection of Lake Shore Boulevard West and Strachan Avenue/Remembrance Drive. This phase will assist northbound cyclists on the south side of Lake Shore Boulevard West to cross the road and access the bicycle lanes on Strachan Avenue. This modification does not require Community Council approval.

The proposal also calls for changes to the internal layout of the Ontario Place parking lots. The number of parking spaces provided will be slightly reduced.

### **Technical Justification**

Elimination of the access road and outbound ramp on Lake Shore Boulevard West to/from Ontario Place will improve safety for pedestrians and cyclists using the realigned Martin Goodman Trail. Waterfront Toronto’s traffic consultant (BA Group) developed traffic volume projections for the new entrance to Ontario Place, approximately 350 metres east of Ontario Drive. The analysis confirms this location will satisfy the provincially established warrants for the installation of traffic control signals.

### **Timing**

The work on the Martin Goodman Trail is expected to begin in the fall of 2008. The modifications to existing traffic control signals and the installation of the new traffic control signals is expected to begin in the spring 2009.

### **Future Development**

There is no sidewalk along the north side of Lake Shore Boulevard West or pedestrian access to Exhibition Place, opposite the proposed signalized driveway to/from Ontario

Place. No pedestrian crosswalks will be delineated across Lake Shore Boulevard West at the present time. However, the design of the proposed traffic control signals provides for potential future access into Exhibition Place, pedestrian crossings of Lake Shore Boulevard West, and an eastbound left-turn lane.

## **CONTACT**

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## **SIGNATURE**

Andrew Koropeski, P.Eng.  
Director, Transportation Services

## **ATTACHMENTS**

Drawing No. 421F-9314, dated June 2008  
Drawing No. 421F-9315, dated June 2008  
Drawing No. 421F-9316, dated June 2008

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