



**STAFF REPORT
ACTION REQUIRED**

**Straight Through Prohibition – Bloor Street West and
The Kingsway/Park Lawn Lane**

Date:	December 19, 2012
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2013\Cluster B\TRA\EtobicokeYork\eycc130018-to

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to recommend enacting a “No Straight Through” restriction for northbound traffic at the intersection of Bloor Street West and The Kingsway/Park Lawn Lane. The proposed prohibition will address the issue regarding potential conflicts between northbound vehicles proceeding straight through the intersection from Park Lawn Lane (private road) and pedestrians crossing east-west at the north (The Kingsway) leg of the intersection.

RECOMMENDATIONS

Transportation Services recommends that Etobicoke York Community Council approve:

- (1) Prohibiting northbound straight through movements at all times by vehicles exiting Park Lawn Lane (private road) on the south side of Bloor Street West, opposite The Kingsway.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Operating Budget	\$200.00

ISSUE BACKGROUND

Transportation Services staff, in response to a recent complaint from a motorist regarding delays at the signalized intersection of Bloor Street West and The Kingsway/Park Lawn Lane, reviewed the existing signal timing and phasing plan for this location. The existing signal phasing has an east-west pedestrian phase across The Kingsway come on concurrently with the northbound (from Park Lawn Lane) green phase. As a result, there is potential for conflicts between the aforementioned pedestrian and vehicle movements.

Map of the area is Attachment 1.

COMMENTS

The design and geometry of the intersection of Bloor Street West and The Kingsway/Park Lawn Lane is not typical. The north (The Kingsway) approach intersects Bloor Street West at an angle; and, Bloor Street West has a curved alignment in this area. Also, there is a fifth leg (Old Mill Road) to the intersection. Outbound traffic from Old Mill Road is physically restricted to northbound The Kingsway through the use of a right-turn channel island, thus this movement is not tied in with the traffic control signals. There is a stop control for traffic exiting Old Mill Road to enter The Kingsway.

The south leg of the intersection is a private road, named Park Lawn Lane, which provides mutually-shared access to a residential condominium, a commercial property and Park Lawn Cemetery.

A "three-phase" signal operation is required at this location given the intersection design and geometry. Phase 1 includes the east-west vehicle movements along Bloor Street West and the east-west pedestrian movements across the south (Park Lawn Lane) and inbound Old Mill Road legs of the intersection. During Phase 2, southbound vehicle traffic on The Kingsway and pedestrian traffic across the Park Lawn Lane approach proceed. During Phase 3, northbound traffic from Park Lawn Lane and pedestrians crossing north-south along the Bloor Street West approaches move together. Pedestrians crossing The Kingsway also proceed on Phase 3.

Although the volume of vehicle traffic exiting Park Lawn Lane and proceeding straight through the intersection is minimal (five vehicles in an eight-hour period), there is the potential for conflict with pedestrians crossing The Kingsway approach given that these movements are concurrent in Phase 3 of the signal operation. A review of a five-year (January 1, 2007 to December 31, 2011) collision history at this location reveals no reportable pedestrian related collisions.

To improve traffic safety, staff recommends that northbound straight through movements be prohibited at all times for traffic exiting Park Lawn Lane on the south side of Bloor Street West, opposite The Kingsway. The impact on traffic is minimal considering the extremely low number of motorists currently performing this movement.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1

Map