



**STAFF REPORT
ACTION REQUIRED**

Highway Alteration and Lane Designation– Bloor Street West and The Kingsway/Old Mill Road

Date:	January 24, 2014
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke Lakeshore
Reference Number:	p:\2014\Cluster B\TRA\EtobicokeYork\eycc140016-to

SUMMARY

The purpose of this report is to obtain authorization for roadway alterations related to amending the intersection of Bloor Street West and The Kingsway/Old Mill Road. Concerns have been expressed with the existing layout of this intersection that it encourages motorists to enter The Kingsway from westbound Bloor Street West without significantly reducing their speed, that certain movements may be confusing and that it is not comfortable to cross as a pedestrians. By amending the alignment of this intersection, it will improve pedestrian crossings, make the westbound to northbound right turn more typical of a right angle intersection and improve the overall efficiency of the traffic flow.

In addition, the southbound traffic on The Kingsway will be designated and signed to allow for dual left turn movements, along with through and right turns from the curb lane.

Since the Toronto Transit Commission (TTC) provides service on Bloor Street West, City Council approval of this report is required.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. The alterations and modifications at the intersection of Bloor Street West and The Kingsway/Old Mill Road, by amending the radii on the north side of the intersection by constructing a new curb and sidewalk, installing new sidewalk on the south side of The Kingsway, and amending the islands on Bloor Street West at the intersection as indicated in Appendix “A”, and generally shown on the attached sketch as Attachment 1.

2. Designating the westerly southbound lane on The Kingsway between Bloor Street West and a point 30.5 metres north for southbound left turns, southbound through traffic and southbound right turns.

Financial Impact

The reconstruction of the intersection of Bloor Street West and The Kingsway/Old Mill Road can be accommodated within the Transportation Services 2014 Capital Budget and will be done as part of the resurfacing of Bloor Street between Old Mill Drive and Kings Lynn Road.

ISSUE BACKGROUND

The intersection of Bloor Street West and The Kingsway/Old Mill Road was identified as a candidate to improve the overall intersection operation for both pedestrians and motorists as part of the rehabilitation of Bloor Street West. This concern about the current intersection design has been mentioned by area residents for many years and this is an opportunity to address some of these concerns.

These highway alterations proposed are shown on the attached map and described in Appendix "A".

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 not marked or legally by-lawed, dual southbound left turns are being performed by motorists at this intersection but now will be supplemented with the appropriate by-law, signs and markings as part of the redesign.

With the proposed intersection realignment, there is an opportunity to more clearly define this as a four-way intersection and significantly improve the environment for pedestrians crossing. The design also provides an opportunity to replace some of the asphalt on the north side with green space. Although the signals will continue to operate with a three phase operation, we will eliminate an existing conflict between pedestrian crossings and vehicle movements by making the northbound through movement more aligned with the Kingsway and having pedestrians now cross Bloor Street West simultaneous with this traffic. Also, the westbound to southbound turn will be now within a defined left turn lane. With this design, however, traffic will no longer be able to travel from southbound The Kingsway to Old Mill Road. Traffic now will access Old Mill Road via Bloor Street West to Old Mill Trail.

A new portion of sidewalk will also be included in this redesign along the south side of The Kingsway up to a point approximately 120 metres from Bloor Street West.

The authorization of the road alteration to the City of Toronto Act, 2006, will mitigate the City's legal liability as the road authority. Therefore, it is recommended that City Council authorize this road alteration.

CONTACT

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SIGNATURE

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ATTACHMENTS

Appendix "A"
Attachment 1 Map

Appendix “A”

January 23, 2014

Location Requiring a Highway Alteration

Ward	Street	At	To	Description of Highway Alteration	Rationale
5	Bloor Street West	The Kingsway	Old Mill Road	Reconstructing of the intersection to reduce the radius on the north side, adjust the sidewalk location, install a centre median island on the east approach, eliminate the slip ramp between Old Mill Road and The Kingsway, and install a new sidewalk on the south side of The Kingsway from Bloor Street West to a point further northwest.	To enhance the pedestrian environment, reduce speeds through the intersection and improve turning movements