



**STAFF REPORT
ACTION REQUIRED**

Highway Alterations – Dundas Street West and East Mall Crescent

Date:	May 7, 2015
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2015\Cluster B\TRA\EtobicokeYork\eycc150114-to

SUMMARY

Transportation Services is requesting City Council authority to alter the northwest and northeast corners of the intersection of Dundas Street West and East Mall Crescent by removing the southbound (to westbound) and westbound (to northbound) right-turn channels, thus including the southbound and westbound right-turn movements into the existing traffic control signals.

This proposed road alteration will provide for a more pedestrian friendly environment and help reduce the speed of southbound and westbound right-turning traffic at the intersection Dundas Street West and East Mall Crescent.

Since the Toronto Transit Commission (TTC) operates a transit service on Dundas Street West and East Mall Crescent, City Council approval of this report is required. TTC staff has been consulted on the matter and has not objected to the proposal.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. The alterations and modifications at the northwest and northeast corners of the intersection of Dundas Street West and East Mall Crescent, as indicated in Appendix "A", and generally as shown on the attached Drawing P-9638-001, dated May 7, 2015.

Financial Impact

The proposed road alterations are part of Technical Services' Contract 15ECS-TI-01RD and can be accommodated within the Transportation Services 2015 Capital Budget.

ISSUE BACKGROUND

As part of Technical Services' Contract 15ECS-TI-01RD, the resurfacing of Dundas Street West between The East Mall and Auckland Road, the northwest and northeast corners of the intersection of Dundas Street West and East Mall Crescent will be modified. The proposed road alterations are the basis of this report. A drawing of the existing intersection conditions is Attachment 1.

COMMENTS

Dundas Street West and East Mall Crescent are classified as "major arterial" and "minor arterial" respectively in the City's road system. East Mall Crescent is classified as a "minor arterial." The south leg of the intersection of Dundas Street West and East Mall Crescent is a private driveway access to a supermarket (Food Basics) and adjoining head office (Metro).

The intersection of Dundas Street West and East Mall Crescent is controlled by traffic signals; however, the westbound (to northbound) and southbound (to westbound) right-turn movements are currently channelized and free-flow. Sidewalks exist on both sides of either roadway.

To help reduce the speed of westbound and southbound right-turning traffic and make the intersection more pedestrian friendly, the westbound (to northbound) and southbound (to westbound) right-turn channels will be eliminated and the curbs bumped out at the northeast and northwest corners of the intersection of Dundas Street west and The East Mall. The proposed road alteration will result in the tying of the southbound and westbound right-turn movements into the existing traffic control signals.

Based on the aforementioned, staff recommends the alterations and modifications at the northeast and northwest corners of Dundas Street West and East Mall Crescent, as indicated in Appendix "A", and generally as shown on Drawing P-9638-001 (Attachment 2), dated May 7, 2015.

CONTACT

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SIGNATURE

Vincent Sferrazza
Director, Transportation Services - Etobicoke York District

ATTACHMENTS

Appendix "A"
Attachment 1 Existing Configuration
Attachment 2 Proposed Configuration

Appendix “A”

May 7, 2015

Locations Requiring a Highway Alteration

Ward	Street	At	To	Description of Highway Alteration	Rationale
5	East Mall Crescent	Dundas Street West		Removing the westbound (to northbound) and southbound (to westbound) right-turn channels thus tying the westbound and southbound right-turn movements into the existing traffic control signals.	To help reduce the speed of westbound and southbound right-turning traffic. Pedestrian safety.