TORONTO

REPORT FOR ACTION

Traffic Control Signals and Intersection Improvements - College Street, Dundas Street West and St. Helen's Avenue

Date: February 25, 2020
To: Toronto and East York Community Council
From: Director, Project Design and Management, Transportation Services
Wards: Ward 9 – Davenport

SUMMARY

As part of the overall state-of-good-repair program, the College Street and Dundas Street West intersection has been programmed for reconstruction in 2020, including the replacement of Toronto Transit Commission (TTC) streetcar track in this area.

The reconstruction project presents an opportunity to make other changes as part of a complete streets approach to improve the intersection for all road users with a focus on vulnerable road user safety.

The purpose of this report is to seek approval from City Council to implement the following improvements to the intersection of College Street, Dundas Street West and St. Helen's Avenue:

- A new traffic control signal at the College Street and Dundas Street West intersection; and
- Closure to vehicular traffic of St. Helen's Avenue between College Street [North] and College Street.

The changes proposed would improve road safety for everyone including shorter crossing distances for people walking, a safe connection between the existing bike lanes on College Street and Dundas Street West for people cycling, as well as improved sightlines and safer motor vehicle turning movements at the intersection of College Street and Dundas Street West.

As the TTC operates transit service on both College Street and Dundas Street West, City Council approval of this report is required.

RECOMMENDATIONS

The Director, Project Design and Management, Transportation Services, recommends that:

1. City Council authorize the installation of traffic control signals at the intersection of Dundas Street West and College Street;

2. City Council authorize the closure to vehicular traffic of St. Helen's Avenue between College Street [North] and College Street, as shown in Attachment 1 of the report dated February 25, 2020 from the Director, Project Design and Management, Transportation Services;

3. City Council authorize the amendments to traffic and parking regulations set out in Attachment 2 of the report dated February 25, 2020 from the Director, Project Design and Management, Transportation Services; and

4. City Council authorize and direct the appropriate City Officials to take the necessary action to give effect to the recommendations above, including the introduction of any Bills that may be required.

FINANCIAL IMPACT

Funding for this project is included in the 2020 Capital Budget for Transportation Services.

DECISION HISTORY

In September 2005, City Council approved the installation of bicycle lanes on Dundas Street West between Sorauren Avenue and College Street, and on College Street from Dundas Street West to Lansdowne Avenue.
https://www.toronto.ca/legdocs/2005/agendas/council/cc050928/te7rpt/cl018.pdf

In July 2019, City Council directed the General Manager, Transportation Services to plan and design road reconstruction projects using a complete streets approach, including safety improvements such as vehicle lane width reductions, tightening curb radii, widening sidewalks and the potential for bicycle lanes, at the outset of all road reconstruction projects, in consultation with local councillors and stakeholders.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8

COMMENTS

Existing Conditions

College Street, Dundas Street West, and St. Helen's Avenue form a skewed four-legged intersection that is currently stop-controlled (i.e. unsignalized). There are dual right turn lanes from westbound College Street to Dundas Street West. St. Helen's Avenue meets the intersection at an angle with poor sightlines and in close proximity to the stop bar on College Street.

The TTC operates the 505-Dundas and 506-Carlton routes in both directions on Dundas Street West and the 506-Carlton streetcar route on College Street, where it connects with Dundas Street West. The intersection includes TTC tracks on three of the four legs.

College Street, between its western terminus at Dundas Street West and Lansdowne Avenue, is a four-lane minor arterial road, with a posted speed limit of 40 km/h. Two-way traffic volumes for this section of College Street are in the range of 15,000 motor vehicles daily.

Dundas Street West, between Sorauren Avenue and College Street, is a four-lane minor arterial road, with a posted speed limit of 40 km/h. Two-way traffic volumes for this section of Dundas Street West are in the range of 20,000 motor vehicles daily.

There are bicycle lanes on these sections of both College Street and Dundas Street West. The bicycle lanes on Dundas Street West connect the current southern terminus of the West Toronto Railpath at Sterling Road with the bicycle lanes on Lansdowne Avenue to the east and signed route on Sorauren Avenue to the west.

Currently, people riding bikes who want to make an eastbound left turn from the bicycle lanes on Dundas Street West to the bicycle lanes on College Street need to cross four lanes of traffic including two sets of intersecting streetcar tracks, or alternatively make this turn indirectly at the intersection of Dundas Street and Lansdowne Avenue to the east.

St. Helen's Avenue is a local road with a posted speed limit of 30 km/h, and for 20 metres between College Street [North] and College Street, the road currently operates with one-way southbound, with no fronting properties or accesses.

College Street [North] is a local road with a posted limit of 30km/h and operates as a two-way street, with properties fronting the north side of the street. On-street parking exists on both sides and the north side has two driveways. The existing landscaped traffic island on the south side of College Street [North] is currently inaccessible as public space.

Lumbervale Avenue is a local road with a posted speed limit of 30 km/h, and operates with one lane in each direction between St. Helen's Avenue and Lansdowne Avenue.

Lumbervale Avenue is the main access route for buses and cars to the two schools directly north of the street.

Currently, 20-30 buses and several taxis arrive each weekday morning and afternoon at the property shared by École secondaire catholique Saint-Frère-André and École secondaire Toronto Ouest through the south entrance on Lumbervale Avenue. The buses and taxis travel north through the school property before dropping off/picking up students and exiting to Lansdowne Avenue at the north end of the property.

The entrance to the underground parking for staff of the two schools is located at the west end of Lumbervale Avenue. The garage may be accessed from Lansdowne Avenue only. Currently, when exiting the garage, Lumbervale Avenue may be used to connect with Lansdowne Avenue, or St. Helen's Avenue may be used to access College Street.

Proposed Changes

As part of the overall state-of-good-repair program, the College Street and Dundas Street West intersection has been programmed for reconstruction in 2020, including the replacement of Toronto Transit Commission (TTC) streetcar track in this area. Local road reconstruction of Lumbervale Avenue is also programmed for 2020. The construction of a missing link sidewalk on the north side of Lumbervale Avenue between St. Helen's Avenue and Lansdowne Avenue, directly adjacent to local schools, is currently under study.

The reconstruction project presents an opportunity to make other changes as part of a complete streets approach to improve the intersection for all road users with a focus on vulnerable road user safety.

The following improvements to the intersection of College Street, Dundas Street West and St. Helen's Avenue are proposed:

- Installation of a new traffic control signal at the College Street and Dundas Street West intersection, including pedestrian crossings and bicycle signals;
- Construction of an eastbound left-turn bike box on the south side of Dundas Street West, which would be accommodated by adjusting the location of the existing sidewalk;
- Closure to motor vehicular traffic of St. Helen's Avenue, for approximately 20 metres between College Street [North] and College Street, which is required to enable a signalized intersection at College Street and Dundas Street West;
- Changes to local traffic operations on St. Helen's Avenue from Lumbervale Avenue to College Street [North] from one-way southbound to one-way northbound, and as such St. Helen's Avenue would no longer be used to access College Street;
- Changes to local traffic operations on College Street [North] from College Street to St. Helen's Avenue be changed from two-way to one-way westbound;
- Installation of interim streetscape improvements using temporary materials on the short segment St. Helen's Avenue adjacent to the traffic island to function as a public space;

- Installation of bump-outs at the intersection of College Street [North] and College Street, and College Street and Dundas Street West to reduce crossing distances, improve sightlines and improve safety for people who walk and cycle;
- Normalization of the west bound leg of College Street from a double right turn to a single right turn;
- The proposed changes would not require the removal of any parking spaces, however parking on St. Helen's Avenue or College Street [North] which currently alternates sides on Thursdays between April and November, would be changed to one side, with no loss in the number of spaces;
- No changes to TTC operations are proposed; and
- No changes to the current school bus operations at either school are proposed.

Community Consultation

The proposed changes have been developed taking into consideration input from community consultation and in consultation with the local Councillor.

Public consultation took place from October to November 2019. During the public consultation process, residents and the wider community were asked to provide feedback on the four options. Over 3,500 notices were mailed and 45 people participated in the public open house on November 26, 2019, and comments were received from 70 people via comment form or email and two phone conversations were documented. Meetings were also held with local stakeholders including the Business Improvement Area and schools.

During the consultation process, three options were presented to stakeholders: Option A transformed St. Helen's Avenue into a two-way street, Option B converted College Street [North] into a one-way eastbound, and Option C proposed a westbound one-way on College Street [North] and northbound one-way on St. Helen's Avenue.

Of the options presented, Option C, which proposed one-way westbound on College Street [North] and one-way northbound on St. Helen's Avenue, received the most support. However, an equally large number of respondents had no preference.

Feedback received through the public consultation for the proposed changes was very positive. Residents expressed support for the installation of a signalized intersection with enhanced crossing areas for people walking and cycling, including a bike box and bicycle turning signals. Several residents commented that they had seen or been involved in a crash at the intersection.

Residents expressed support for the closure to motor vehicles of the segment of St. Helen's Avenue between College Street [North] and College Street. Planters were the most popular interim streetscape improvement feature identified for the public space. Over half of respondents expressed support for inclusion of a Bike Share station, a road mural, and/or benches for the space. As a longer term plan, it was proposed that the traffic island and the public space on St. Helen's Avenue be reconstructed as one cohesive space. Further consultation will be required to develop a concept for the future reconstruction.

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SIGNATURE

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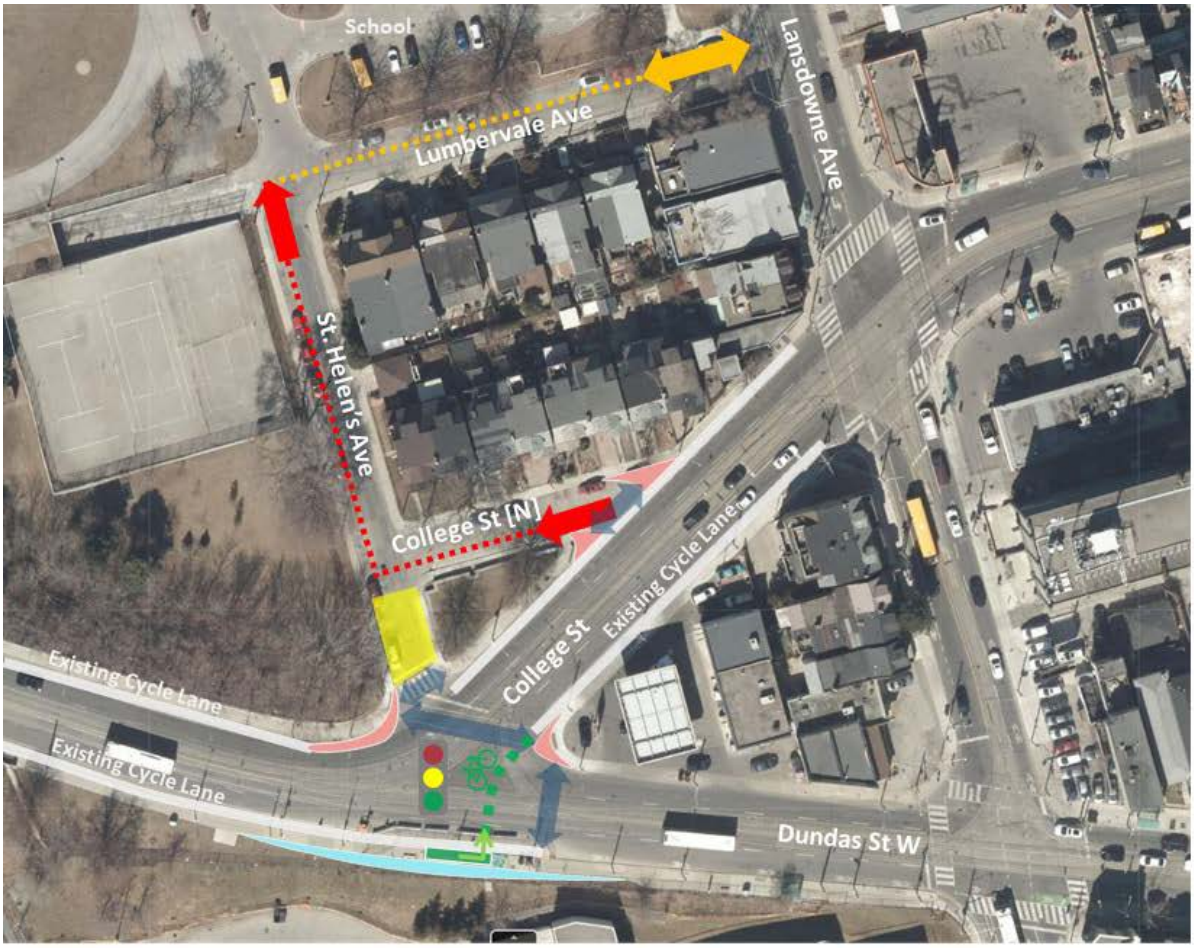
ATTACHMENTS

Attachment 1 – Proposed Concept Plan and Traffic Changes
Attachment 2 – Amendments to Traffic and Parking Regulations

Attachment 1 – Concept Plan and Traffic Changes



Traffic signals

Corner bump-outs

New or enhanced pedestrian connections

Closure of St. Helens + Interim cycling and pedestrian amenities

Widened sidewalk to accommodate bicycle box

Bicycle box for signalized left turn

Bicycle crossing

Existing vehicle travel direction

New vehicle travel direction

Attachment 2 – Amendments to Traffic and Parking Regulations

TO BE RESCINDED

Chapter 950 One-Way Highways

Highway	Between	Times and/or Days	Direction
St. Helen's Avenue	Lumbervale Avenue and Dundas Street West	Anytime	Southbound

Chapter 950 No Parking

Highway	Side	Between	Prohibited Times and/or Days
College Street	North	St. Helen's Avenue and a point approximately 47 Each Thu., Apr. 1 to Nov. 30 metres east	Each Thu., Apr. 1 to Nov. 30
College Street	South	St. Helen's Avenue and a point approximately 34 metres east	Anytime, except each Thu., Apr. 1 to Nov. 30

TO BE ENACTED

Chapter 950 One-Way Highways

Highway	Between	Times and/or Days	Direction
College Street [North branch]	College Street and St. Helen's Avenue	Anytime	Westbound
St. Helen's Avenue	Lumbervale Avenue and College Street [North Branch]	Anytime	Northbound

Chapter 950 Prohibited Turns

Highway	Direction	Turns Prohibited	Times and/or Days
College Street and St. Helen's Avenue	Northbound	Left	Anytime (bicycles excepted)
College Street and St. Helen's Avenue	Southbound	Right	Anytime (bicycles excepted)

Chapter 950 No Parking

Highway	Side	Between	Prohibited Times and/or Days
College Street [North branch]	South	St. Helen's Avenue and a point approximately 34 metres east	Anytime