



## STAFF REPORT ACTION REQUIRED

### Road Alteration and Traffic Amendments – Lansdowne Avenue

<b>Date:</b>	January 14, 2016
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services, Toronto and East York District
<b>Wards:</b>	Davenport, Ward 18
<b>Reference Number:</b>	te2016041te.top.doc

### SUMMARY

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As the Toronto Transit Commission (TTC) operates a transit service on Lansdowne Avenue, City Council approval of this report is required.

Transportation Services is requesting approval from City Council to modify the section of Lansdowne Avenue, south of Dundas Street West. The proposed changes are being undertaken in conjunction with a scheduled road resurfacing and will enhance the safety and operation for all road users. The proposed work will include a widening of the sidewalk on the east side of Lansdowne Avenue and a re-alignment of the northbound lanes to provide better guidance to motorists and cyclists on Lansdowne Avenue, including the east branch of this road.

### RECOMMENDATIONS

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Transportation Services, Toronto and East York District recommends that:

1. City Council approve the alteration of Lansdowne Avenue, south of Dundas Street West, generally as shown on Drawing No. 421G-2001, dated December 2015, attached to the January 14, 2016 report entitled "Road Alteration and Traffic Amendments – Lansdowne Avenue", from the Director, Transportation Services, Toronto and East York District.

2. City Council approve the amendment of the "No Stopping, Anytime" regulation on both sides of Lansdowne Avenue, between Rideau Avenue and Dundas Street West, to operate on the west side, between Rideau Avenue and Dundas Street West and on the east side, between Rideau Avenue and a point 81.8 metres south of Dundas Street West.
3. City Council approve the amendment of the "No Standing, Anytime" regulation on the east side of Lansdowne Avenue, between Dundas Street West and a point 67.1 metres south, to operate between Dundas Street West and a point 41.7 metres south.
4. City Council approve the amendment of the "No Parking, Anytime" regulation on the west side of Lansdowne Avenue, between Lansdowne Avenue and Shirley Street, to operate as "No Standing, Anytime" on the west side of Lansdowne Avenue (east branch), between Lansdowne Avenue and Shirley Street.
5. City Council approve a "No Standing, Anytime" regulation on the east side of Lansdowne Avenue (east branch), between Lansdowne Avenue and a point 9 metres south.

## **Financial Impact**

The costs for undertaking the resurfacing on Lansdowne Avenue, between Rideau Avenue and Dundas Street West, is estimated to be \$1.3 million (excluding HST). This amount includes \$35,000 that is required for the proposed road alterations on the east side of Lansdowne Avenue, south of Dundas Street West. The costs associated with the necessary signage and pavement marking adjustments are included within the Transportation Services 2016 Interim Operating Budget.

## **ISSUE BACKGROUND**

The section of Lansdowne Avenue, between Rideau Avenue and Dundas Street West, is scheduled to be resurfaced in 2016. In conjunction with this planned work, Transportation Services are reporting to approve a number of improvements to enhance the safety and operations for all road users.

## **COMMENTS**

Lansdowne Avenue, south of Dundas Street West, a minor arterial road. It has a posted speed limit of 40 km/h and a daily two-way traffic volume of about 13,000 vehicles. It generally consists of a lane in each direction for general traffic as well as bike lanes in both directions. Northbound left-turn lanes are provided at Dundas Street West and at a private driveway on the west side of Lansdowne Avenue, south of Dundas Street West. TTC service on Lansdowne Avenue is provided by the '47 Lansdowne' bus and there are near-side stops at Dundas Street West.

The east branch of Lansdowne Avenue is a local road. It intersects the east side of Lansdowne Avenue in a "Stop" controlled intersection, about 120 metres south of Dundas Street West. It has a posted speed limit of 40 km/h and runs parallel to the main section of Lansdowne Avenue. This road provides access to the properties on the east side of the road. These properties are not accessible from the main section of Lansdowne Avenue, due to the significant grade difference required for the road to pass beneath the rail corridor to the south. There is no TTC service provide on this section of Lansdowne Avenue.

The land use in this section of Lansdowne Avenue generally consists of single family residences on the east side of the road. On the west side of the road, there is a grocery store ('No Frills') with a driveway access located about 95 metres south of Dundas Street West.

The section of Lansdowne Avenue, between Dundas Street West and Rideau Street, is scheduled to be resurfaced in 2016. Transportation Services staff, in consultation with Councillor Bailão, the TTC and Engineering & Construction Services, identified a number of safety and operational concerns with the current road alignment that can be addressed when the resurfacing is undertaken. These concerns have been outlined as follows:

- The sidewalk on the east side of Lansdowne Avenue, south of Dundas Street West, is relatively narrow and it does not provide sufficient storage for pedestrians waiting at the near-side TTC stop.
- The north and south legs of Lansdowne Avenue are slightly offset at the intersection of Dundas Street West.
- The intersection on the east side of Lansdowne Avenue, south of Dundas Street West, with the east branch of Lansdowne Avenue does not provide clear direction to motorists at the "Stop" sign controlled intersection and the pedestrian crossing area is wide and not clearly defined.

The proposed road alterations will widen the existing sidewalk on the east side of Lansdowne Avenue by between 1.1 and 6.7 metres. This widening will provide additional walking space for pedestrians and storage at the TTC stop.

Due to the streetcar tracks on Lansdowne Avenue, between Dundas Street West and College Street, as well as the adjacent properties, it is not possible to re-align the road and completely eliminate the intersection offset at Dundas Street West. However, the above-noted road alteration and associated pavement markings will reduce the lateral shift for northbound motorists on Lansdowne Avenue as they cross Dundas Street West.

Finally, the east branch of Lansdowne Avenue will be re-aligned to intersect Lansdowne Avenue closer to the perpendicular, opposite the grocery store driveway on the west side of Lansdowne Avenue. This realignment will improve the pedestrian environment by reducing the crossing distance. In consultation with Toronto Fire Services, this section be designated as "No Standing, Anytime" to keep the narrowed section clear of parked vehicles. The loss of on-street parking resulting from this change will be mitigated by the additional parking that will be provided in the lay-by to the north, on the east side of Lansdowne Avenue.

The construction of this project is expected to begin in the summer of 2016.

Councillor Ana Bailão has been advised of the recommendations of this staff report.

## **CONTACT**

Ann S. Khan, P. Eng.  
Manager, Traffic Operations  
Toronto and East York District  
Transportation Services  
Telephone: (416) 397-5021  
Fax: (416) 392-1920  
E-mail: [akhan5@toronto.ca](mailto:akhan5@toronto.ca)

## **SIGNATURE**

Kyp Perikleous  
Director, Transportation Services  
Toronto and East York District

## **LIST OF ATTACHMENTS**

1. Drawing No. 421G-2001, dated December 2015
2. Drawing No. 421G-2035, dated January 2016

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