

Road Alteration – Lake Shore Boulevard West and Brown's Line (Western Leg)

Date: August 31, 2017

To: Etobicoke Community Council

From: Acting Director, Transportation Infrastructure Management

Wards: Ward 6 - Etobicoke-Lakeshore

SUMMARY

Transportation Services is requesting approval, on behalf of the Toronto Transit Commission (TTC), to alter the roadway at Lake Shore Boulevard West and Brown's Line by realigning the lane designations in order to provide a short westbound 'transit-only' lane and accompanying transit-only signal, as well as removing a right-turn channel. Doing so will provide clarity to motorists and allow TTC vehicles to bypass congestion at this intersection, improving service reliability.

This lane can be accommodated by reducing lane widths approaching the intersection, reducing the width of the nearby lay-by parking area, and widening the roadway width by approximately 0.4 metres (m) from the lay-by parking area to the intersection.

These modifications will not result in the loss of any travel lanes on Lake Shore Blvd., as the current two eastbound and two westbound lanes will be maintained.

As TTC operates service on both Lake Shore Boulevard West and Brown's Line, City Council approval of this report is required.

RECOMMENDATIONS

The Acting Director, Transportation Infrastructure Management recommends that:

1. City Council approve the alteration of the intersection of Lake Shore Boulevard West and Brown's Line (Western Leg), providing a westbound 'transit-only' lane, generally as shown in Attachment 1, attached to the report, entitled "Road Alteration – Lake Shore Boulevard West and Brown's Line ", dated August 31, 2017 from the Acting Director, Transportation Infrastructure Management.
2. City Council designate the southerly westbound lane on Lake Shore Boulevard West, between Brown's Line (western leg) and a point 78 metres east, for TTC vehicles only.

FINANCIAL IMPACT

All costs associated with the alteration of the intersection of Lake Shore Boulevard West and Brown's Line will be the responsibility of the TTC.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Existing Conditions

The intersection of Lake Shore Boulevard West and Brown's Line is just to the east of both the Long Branch Loop and Long Branch GO stations. These facilities serve a number of busy transit routes, including the Lakeshore West GO Train and the 501 Streetcar. In most cases, these routes need to traverse the Lake Shore Boulevard West and Brown's Line intersection.

The overall intersection of Lake Shore Boulevard West and Brown's Line is in essence split over two separate intersections. To the west, the southbound lanes of Brown's Line form a T-intersection with Lake Shore Boulevard West in close proximity to the Long Branch Loop (referred to herein as the western leg) . Approximately 350m to the east, the northbound lanes of Brown's Line begin from a similar T-intersection (the eastern leg).

While these two locations comprise the overall intersection of Lake Shore Boulevard West and Brown's Line, they are operationally distinct given the significant spacing between them. The alterations proposed in this report address the western leg of this intersection only.

At the western leg of the intersection of Lake Shore Boulevard West and Brown's Line, Lake Shore Boulevard West operates with two lanes in each of the eastbound and westbound direction. The centre lane in either direction is shared with the streetcar. Just to the west of the intersection, both streetcar lanes cross the westbound traffic lanes in order to provide access to the Long Branch Loop. To the east, on the north side, a lay-by parking area is provided. The posted speed is 50 km/h.

Brown's Line forms the north leg of the T-intersection, where two southbound lanes approach the intersection before splitting into a double south-to-east left turn, and right turn channel. The right turn channel is not controlled by the signal, operating with a yield sign. There is a southbound bicycle lane on Brown's Line. Both left and right turn lanes are provided for cyclists. The posted speed on Brown's Line is 50 km/h, though there is an advisory speed of 30 km/h on the turn approaching the intersection.

Proposed Conditions

It is proposed that lane widths and the lay-by parking area be reduced in order to provide the space required for a westbound transit only lane and improve the operation of westbound streetcars. The proposed transit lane will extend approximately 78m from the intersection, with a 40m taper for a total of approximately 118m.

The two westbound traffic lanes will be realigned such that the current widths of 3.5m and 3.2m are modified to 3.3m each. The existing lay-by parking space will be reduced to 2.2m in width. These widths will meet City requirements.

Approximately 17m of curb between the lay-by parking and the intersection will need to be set back by 0.4m in order to provide the required width across the full approach.

In accordance with City policy, the existing southbound right-turn channel will be removed. This policy is in effect in order to remove uncontrolled crossings, improve pedestrian safety, and reclaim space at intersections for beautification. In this location, it is also anticipated that removal of the right-turn channel will reduce conflicts with streetcars on the western leg of the intersection.

Attachment 1 provides an overview of the proposed modifications.

CONTACT

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SIGNATURE

Jacquelyn Hayward Gulati
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ATTACHMENTS

Attachment 1 - Proposed Road Alterations - Lake Shore Boulevard West and Brown's Line

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