

Road Alteration - O'Connor Drive and Woodbine Avenue

Date: October 27, 2017
To: Toronto and East York Community Council
From: Director, Transportation Services, Traffic Management Centre
Wards: Ward 31, Beaches-East York

SUMMARY

As the Toronto Transit Commission (TTC) operates bus service on O'Connor Drive and Woodbine Avenue, City Council approval of this report is required.

Transportation Services is requesting approval to alter the roadway at the intersection of O'Connor Drive and Woodbine Avenue. The alterations will include the removal of the eastbound right-turn channel to allow for the installation of Accessible Pedestrian Signals (APS) at the intersection and the introduction of a dedicated eastbound right-turn lane. The alterations also include other improvements that will enhance safety for both pedestrians and cyclists including the installation of a westbound raised cycle track and left turn bike box on the north side of O'Connor Drive and curb radius reduction at the southeast corner.

RECOMMENDATIONS

The Director, Transportation Services, Traffic Management Centre, recommends that:

1. City Council approve the alteration of the intersection of O'Connor Drive and Woodbine Avenue, including the removal of the eastbound right-turn channel, the designation of an eastbound right-turn lane, curb radius reduction at the southeast corner and installation of various cycling infrastructure improvements, generally as shown on Drawing No. 001, dated October 2017, attached to the report entitled "Road Alteration - O'Connor Drive and Woodbine Avenue", dated October 27, 2017, from the Director, Transportation Services, Traffic Management Centre.

FINANCIAL IMPACT

The costs associated with the removal of the eastbound right-turn channel, the introduction of an eastbound right-turn lane, curb radius modification at the southeast corner and other improvements at the intersection of O'Connor Drive and Woodbine Avenue are estimated at \$900,000.00. These funds are available in Transportation Services' 2017-2026 Capital Budget and Plan.

The Acting Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

Transportation Services investigated the feasibility of removing the eastbound right-turn channel at the intersection of O'Connor Drive and Woodbine Avenue to improve safety for vulnerable road users, allow the installation of APS and introduce new cycling infrastructure to support the 10-Year Cycling Network Plan.

O'Connor Drive and Woodbine Avenue is a "T"-type signalized intersection with O'Connor Drive forming the east and west legs and Woodbine Avenue forming the south leg of the intersection. O'Connor Drive is a four-lane major arterial roadway with a posted speed limit of 50 km/h and Woodbine Avenue is a two-lane major arterial roadway with dedicated bike lanes on both sides and a speed limit of 50 km/h. TTC service is provided on O'Connor Drive and Woodbine Avenue and TTC has been consulted on the proposed alterations. All traffic operations at this intersection, will be maintained, with the exception of eastbound right turns.

A recent traffic count, conducted on August 3, 2016 revealed that there are approximately 71 eastbound right-turns during the a.m. peak hour, 413 during the p.m. peak hour and 222 during off-peak hours.

Eastbound traffic turning right through the channel is not controlled by the traffic signals and operates free flow. As there is no means of communicating to pedestrians with low or no vision, or who are deaf-blind, that traffic in the channel has come to a complete stop and has yielded the right-of-way, these road users cannot safely cross to the intersection proper. Therefore, it is current City practice to delay the installation of APS at signalized intersections with right-turn channels until the channel is removed. Removing the right-turn channel and installing APS at this intersection will improve safety for pedestrians with no or low vision, or who are deaf-blind.

In addition, because of the presence of the right-turn channel, pedestrians must presently complete two crossings, first across a leg of the intersection and then across the channel, in order to travel north/south or east/west through the intersection.

Removing the right-turn channel would also enhance safety for pedestrians by eliminating one of the crossings and reducing pedestrian exposure to traffic. The curb radius of the southeast corner will also be reduced to shorten the pedestrian crossing distance across the south leg which will further improve pedestrian safety at this intersection.

As part of the 10-Year Cycling Network Plan, a 1.0 metre wide painted buffer for cyclists (edge line) was installed on both sides of O'Connor Drive, between Woodbine Avenue and St. Clair Avenue East in summer 2016. In addition, dedicated bike lanes were implemented in Fall 2017 on both sides of Woodbine Avenue, from O'Connor Drive to Queen Street East, which resulted in the elimination of one lane in each direction on Woodbine Avenue, including at the south leg of the intersection at O'Connor Drive. The introduction of a raised cycle track and left turn bike box on the north side of O'Connor Drive for westbound cyclists are intended to support these recent cycling network improvements.

Modelling with traffic software revealed that the removal of the right-turn channel at this intersection would not result in a significant reduction in level of service for the eastbound right-turn movement since it would be replaced with a dedicated right-turn lane and signal timing plans would be updated to optimize traffic signal operations.

The Ward Councillor is aware of the recommendations in this staff report.

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SIGNATURE

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ATTACHMENTS

Appendix A - Drawing No. 001, dated October 2017, O'Connor Drive and Woodbine Avenue: Proposed Road Alteration Plan

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APPENDIX A

