

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 a raised cycle track and left turn bike box on the north side of O'Connor Drive, generally as shown on Drawing No. 001, attached.

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 proposes 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 cycle tracks 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. Traffic modelling has shown 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.

Currently pedestrians must 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 enhance safety for pedestrians by eliminating one of the crossings and reducing pedestrian exposure to traffic. In addition, 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. The curb radius of the southeast corner would also be reduced to shorten the pedestrian crossing distance across the south leg which would further improve pedestrian safety at this intersection.

In 2016 an edge line was installed on both sides of O'Connor Drive, between Woodbine Avenue and St. Clair Avenue East to reduce traffic speeds and provide a more comfortable environment for cyclists. In 2017, dedicated cycle tracks were installed on both sides of Woodbine Avenue, from O'Connor Drive to Queen Street East.

The introduction of a raised cycle track and left turn bike box on the north side of O'Connor Drive are intended to support these recent cycling network improvements.

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

