



REPORT FOR ACTION

Improvements at The Queensway, Queen Street West, King Street West and Roncesvalles Avenue Intersection to Improve Safety, Operations, and Extend Bicycle Lanes

Date: February 26, 2020

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Ward 4, Parkdale - High Park

SUMMARY

In 2009, City Council adopted the Roncesvalles Avenue Streetscape Improvements – Class Environmental Assessment (EA) which included changes that would transform the configuration of Roncesvalles Avenue, between Dundas Street West and Queen Street West.

Following that approval, the reconstruction of Roncesvalles Avenue was undertaken in two major phases between 2009 and 2011, but stopped just north of the intersection of Queen Street West. The completion of the changes approved in the Roncesvalles Avenue Streetscape Improvements EA to extend to Queen Street West, (i.e. two additional raised streetcar platforms/bicycle facilities on Roncesvalles Avenue) was deferred until that intersection would be programmed for reconstruction.

As part of the overall state-of-good-repair program, The Queensway, Queen Street West, King Street West, and Roncesvalles Avenue intersection has been programmed for reconstruction in 2021, including the work to replace Toronto Transit Commission (TTC) streetcar track, overhead wire infrastructure, watermain, and sewer infrastructure in this area.

Several improvements are proposed to be bundled with this state-of-good-repair project as part of a complete streets approach to ensure that better safety outcomes can be achieved at the best value. Transportation Services is requesting approval from City Council to reconfigure the intersection, including the approaches to the intersection, to improve: surface transit priority for 501 Queen, 504 King and 508 Lake Shore TTC streetcar routes, safety and comfort for people who walk and bike, and local traffic circulation.

RECOMMENDATIONS

The General Manager, Transportation Services, recommends that:

1. City Council approve the proposed infrastructure improvements to The Queensway, Queen Street West, King Street West and Roncesvalles Avenue intersection and its vicinity, as shown in the Attachments 1 - 5, attached to the report from the General Manager, Transportation Services, dated February 26, 2020.
2. City Council adopt regulatory amendments listed in Attachment 6 and 7, attached to the report from the General Manager, Transportation Services, dated February 26, 2020.

FINANCIAL IMPACT

The estimated cost to implement the infrastructure improvements recommended in this report is approximately \$14 million, excluding the rehabilitation of the Parkside Bridge and planned replacement of watermain and sewer infrastructure. Funding is available in the 2020-2029 Capital Budget and Plan for Transportation Services.

The removal of approximately 5 Pay and Display (P&D) on-street parking spaces on Queen Street West, just east of the intersection, would result in an estimated reduction in Toronto Parking Authority's (TPA) revenue of \$9,600 annually. Transportation Services is working with TPA to identify opportunities for new P&D on-street parking spaces in the area impacted.

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

DECISION HISTORY

On February 14, 2006, as part of the adoption of Clause No. 5 of Report No. 2 of the Toronto and East York Community Council, as amended, entitled "Site Plan Approval Application - Our Lady of Mercy Wing, St. Joseph Health Centre - 30 The Queensway (Ward 14, Parkdale-High Park)", requested that Transportation Services, consult with the Ward Councillor, TTC, and affected parties regarding allowing eastbound left turns from The Queensway to Roncesvalles Avenue and report back to Council.

<https://www.toronto.ca/legdocs/2006/agendas/council/cc060214/te2rpt/cl005.pdf>

On September 13, 2006, Toronto and East York Community Council received the report dated August 28, 2006, from the Director, Toronto and East York District, Transportation Services, entitled "The Queensway and Roncesvalles Avenue/Queen Street West/King Street West - Request to Permit Eastbound to Northbound Left Turns (Ward 14, Parkdale-High Park)", Clause No. 127(s), Report No. 7.

<https://www.toronto.ca/legdocs/2006/agendas/committees/te/te060913/it096.pdf>

On July 16, 2007, City Council approved the installation of bicycle lanes on The Queensway from Windemere Avenue to Claude Avenue, in conjunction with the reconstruction of The Queensway:

<https://www.toronto.ca/legdocs/mmis/2007/pw/bgrd/backgroundfile-5134.pdf>

On May 25, 26 and 27, 2009 City Council adopted Item PW24.5, containing an April 20, 2009 report entitled “Roncesvalles Avenue Streetscape Improvements – Class Environmental Assessment Study”, approving changes to Roncesvalles Avenue, between Dundas Street West and Queen Street West, from the General Manager, Transportation Services.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PW24.5>

On July 6, 2010, City Council adopted traffic and parking by-law amendments associated with the Roncesvalles Avenue Streetscape Improvements - Class Environmental Assessment Study:

<https://www.toronto.ca/legdocs/mmis/2010/te/bgrd/backgroundfile-31193.pdf>

COMMENTS

Existing Conditions

The proposed changes to The Queensway, Queen Street West, King Street West and Roncesvalles Avenue intersection and its vicinity will improve surface transit priority for 501 Queen, 504 King and 508 Lake Shore TTC streetcar routes, safety and comfort for people who walk and bike, as well as local traffic circulation.



Figure 1 - Context Map of The Queensway, Queen Street West, King Street West and Roncesvalles Avenue Intersection

This proposal has been in development since 2006 when City Council requested Transportation Services, in consultation with the Ward Councillor, TTC, local residents and St. Joseph's Health Centre, to allow eastbound left turns from The Queensway to Roncesvalles Avenue. The existing turn prohibition, in effect daily from 7:00 a.m. to 7:00 p.m., redirects traffic to residential streets in the Sunnyside area. This redirected traffic also increases delays to eastbound TTC streetcars on The Queensway (the 504 Queen and the 508 Lake Shore routes) as these turns are being made from the shared streetcar/left-turn lanes at Glendale Avenue and at Sunnyside Avenue.

The intersection of The Queensway, Queen Street West, King Street West and Roncesvalles Avenue is controlled by traffic signals. Traffic signals are also located on The Queensway at Glendale Avenue. Both Sunnyside Avenue and Claude Avenue are controlled by "Stop" signs at their intersections with The Queensway.

Roncesvalles Avenue is a minor arterial roadway, while The Queensway, Queen Street West and King Street West are all major arterial roadways. The Queensway is generally a four-lane roadway with streetcar tracks in a separate right-of-way (from the Humber Loop to west of Claude Avenue) and some left-turn lanes at some of the intersecting roads. The three remaining roadways are all four-lane roadways with streetcars in the median lanes. TTC service is provided by the 501 Queen, the 504 King, and the 508 Lake Shore streetcar routes.

Bicycle lanes are present on The Queensway from east of High Street to west of Claude Avenue. The bicycle lanes were installed in 2007-2008, in conjunction with the reconstruction of that segment of The Queensway and the South Kingsway interchange.

Proposed Changes

While the initial concept for this project began in 2006 with allowing eastbound left turns from The Queensway to Roncesvalles Avenue, given the Streetscape Improvements EA in 2009, and the opportunity to incorporate a complete streets approach to the planned road reconstruction in 2021, several improvements are recommended through this report:

Changes to Roncesvalles Avenue:

- Two raised streetcar platforms/bicycle facilities on Roncesvalles Avenue, just north of Queen Street West, as identified in the 2009 Streetscape Improvements EA and the final portion of Roncesvalles Avenue to be completed.

Changes to The Queensway, Queen Street West, King Street West and Roncesvalles Avenue Intersection:

- Intersection reconfiguration to improve operations for all road users.
- The northbound approach on King Street West will be realigned resulting in a normal four-leg intersection, as an improvement from the existing skewed intersection.
- The eastbound right-turn channel will be closed at this intersection to improve pedestrian safety and accessibility, as part of the City's commitment to road

design improvements outlined in the Vision Zero Road Safety Plan, as well as streetscape improvements such as plantings, pavers, and seating.

- The new eastbound approach will consist of a dedicated streetcar lane, a left-turn lane, a through lane and a right-turn lane.
- The signal phasing will be changed from its current three phase to a typical two phase operation resulting in increased capacity and the ability to make other geometric changes to improve the environment for all road users.

Changes to The Queensway:

- Extension of the dedicated TTC streetcar right-of-way on The Queensway, from west of Claude Avenue to Roncesvalles Avenue, by constructing curbs on the north and south sides of the streetcar lanes to physically separate the streetcar tracks from mixed traffic. These changes will result in reduced delays and improved reliability for TTC streetcars.
- Installation of a new traffic control signal at the intersection of The Queensway and Sunnyside Avenue to improve safety for pedestrians crossing east-west along The Queensway, and better accommodate traffic generated by the St. Joseph's Health Centre, as well as the movement of TTC streetcars exiting from Sunnyside Avenue Loop. The installation of new traffic control signals where needed is an important road design improvement as part of the City's Vision Zero Road Safety Plan.
- Extension of the dedicated eastbound bicycle lane on The Queensway to Glendale Avenue, in order to provide a safer connection to a signalized intersection and local street routes. The existing eastbound bicycle lane currently ends abruptly, just west of Claude Avenue and has been identified as a safety concern. Improving the safety of existing bicycle lanes is part of City's Vision Zero Road Safety Plan.
- Improvements to the TTC platforms on The Queensway at Glendale Avenue, incorporated into the streetcar right-of-way for accessibility including Relocating the existing westbound nearside platform on The Queensway at Glendale Avenue, to a new westbound farside platform, and widening the existing eastbound farside platform.
- Widening The Queensway to install eastbound left-turn lanes at Glendale Avenue, at Sunnyside Avenue, and at Roncesvalles Avenue.
- A short segment of sidewalk, approximately 20 m, will be constructed on the south side of The Queensway at the Glendale Avenue intersection and north-south pedestrian crossing will be permitted on both sides of the intersection - currently, there is no crosswalk on the west leg. The sidewalk and new crosswalk are road design changes intended to improve pedestrian safety at this intersection.
- Installing transit signal priority at traffic control signals on The Queensway at Glendale Avenue, at Sunnyside Avenue, and at Roncesvalles Avenue.

Changes to Queen Street West:

- Relocation of the existing TTC eastbound nearside platform on The Queensway, west of Roncesvalles Avenue, which is not accessible, to a new eastbound farside platform on the south side of Queen Street West, just east of Roncesvalles Avenue, which will be accessible. Current eastbound through and

eastbound right-turn volumes are similar and the eastbound curb lane generally operates as a de facto right-turn lane. As a result, the eastbound through movement can be reduced to one lane without negative impacts on traffic capacity.

- The farside platform will include a raised streetcar platform/bicycle facility, similar to those on Roncesvalles Avenue, improving safety for streetcar boarding.

The proposed traffic and parking regulation changes identified in Attachments 6 and 7 are required to accommodate the above-noted changes in order to ensure safe and efficient movement for all road users.

TTC staff have been engaged in this project as a key stakeholder and support the changes recommended in this report. Community engagement on the project design has taken place with the two Business Improvement Areas (BIAs), local resident association, and the local Councillor.

Construction Impact Mitigation

Extensive efforts have been made to coordinate the way in which the project is delivered to minimize construction impacts and provide viable alternate routes for road users during construction.

Planning for this project involved bundling nearby bridge rehabilitation work for The Queensway Bridge over Parkside Drive. Work on the bridge will start in 2020 to ensure Parkside Drive is an option to local road users when construction is underway at the intersection in 2021.

The project will be undertaken through several phases and is expected to be fully completed by August 2022. The project construction schedule and staging plans are based on maintaining an east-west connection between The Queensway and King Street West at all times during construction.

To address anticipated closures and restrictions, a comprehensive traffic management plan for local traffic circulation with consideration for a wider geographical area is being prepared. The plan will include coordination with TTC, St. Joseph's Health Centre, and local BIAs.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W Proposed Road Alteration (1 of 5)

Attachment 2: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W Proposed Road Alteration (2 of 5)

Attachment 3: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W Proposed Road Alteration (3 of 5)

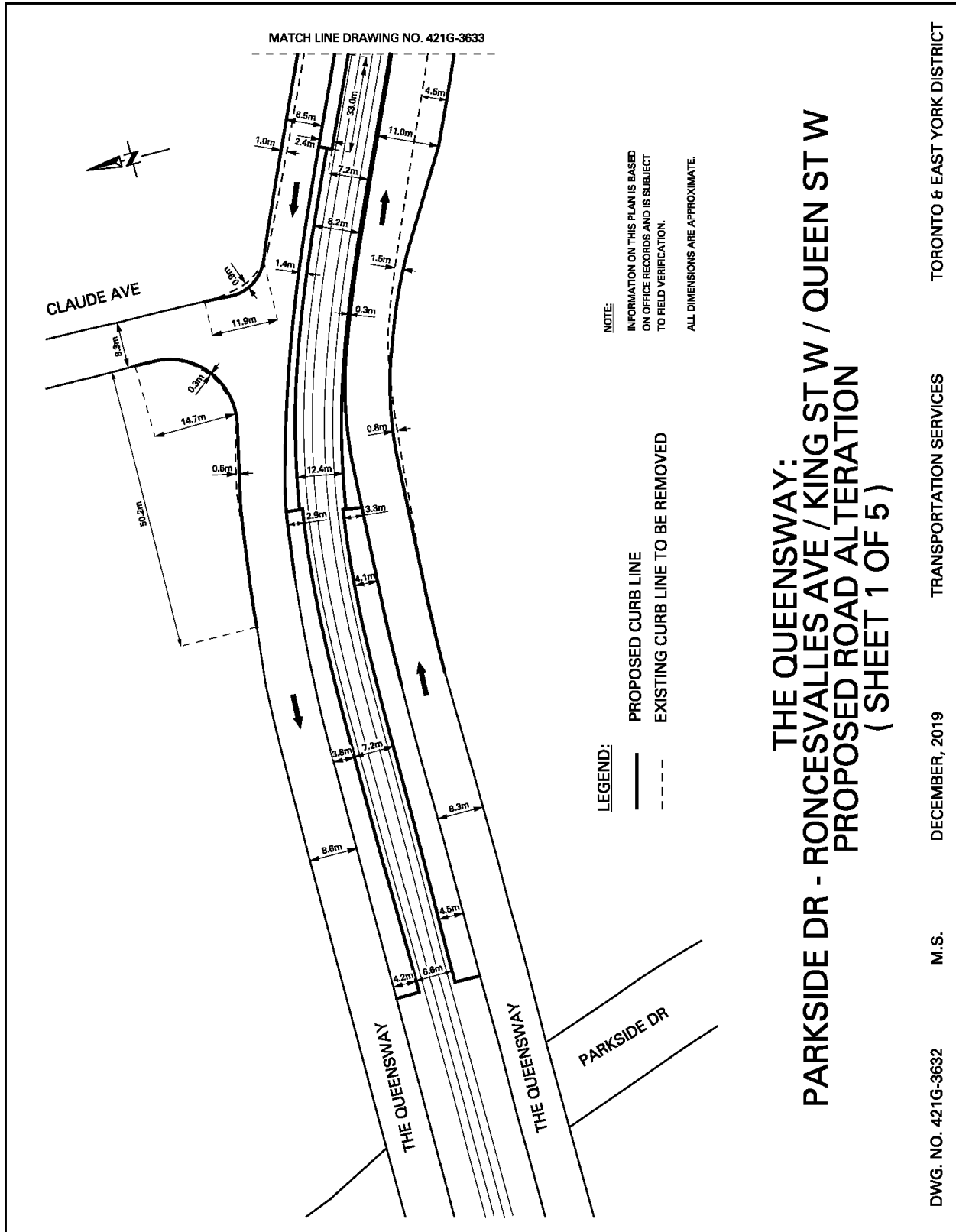
Attachment 4: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W Proposed Road Alteration (4 of 5)

Attachment 5: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W Proposed Road Alteration (5 of 5)

Attachment 6: Traffic Regulations to be Rescinded:

Attachment 7: Regulations to be Implemented:

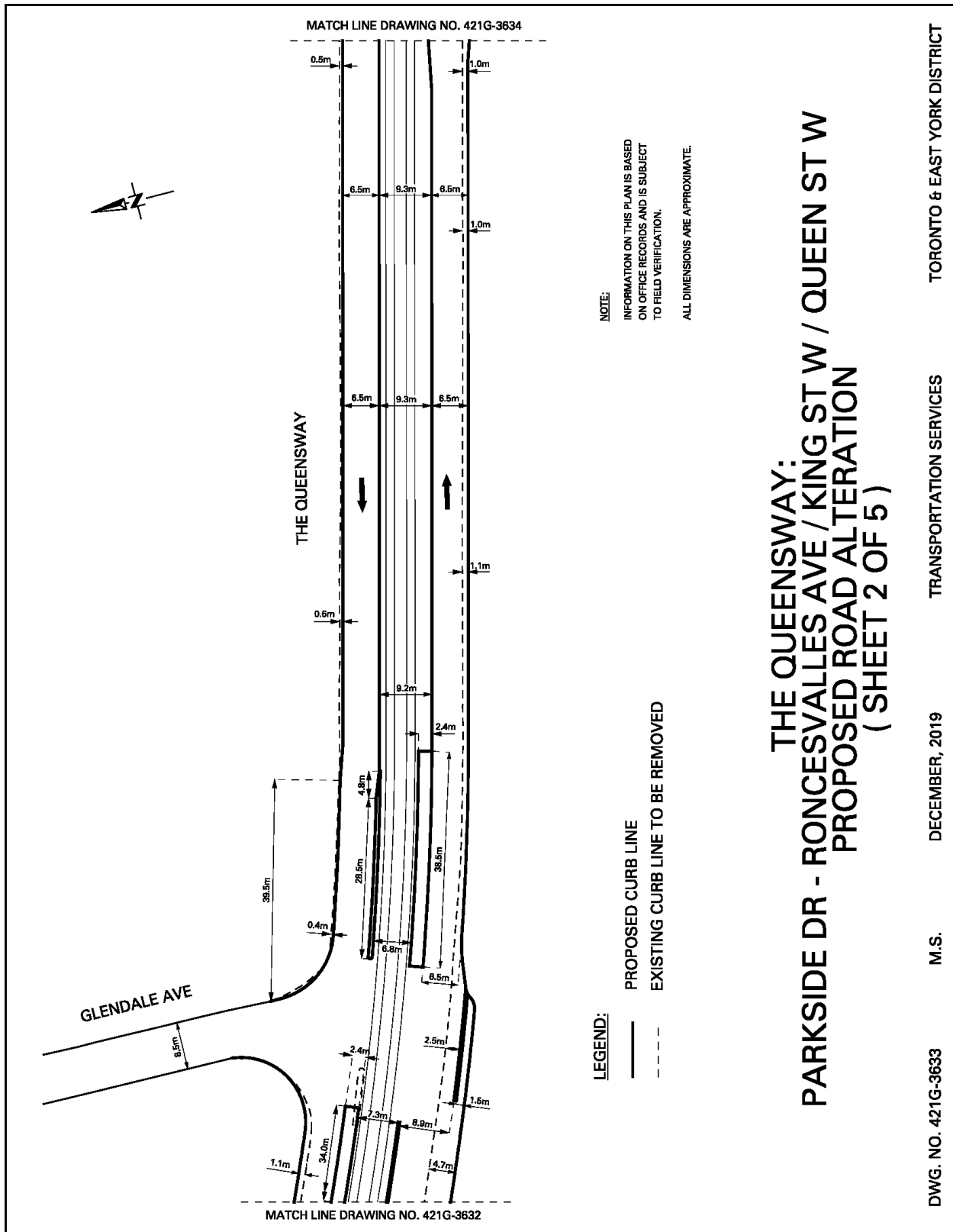
Attachment 1: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W Proposed Road Alteration (1 of 5)



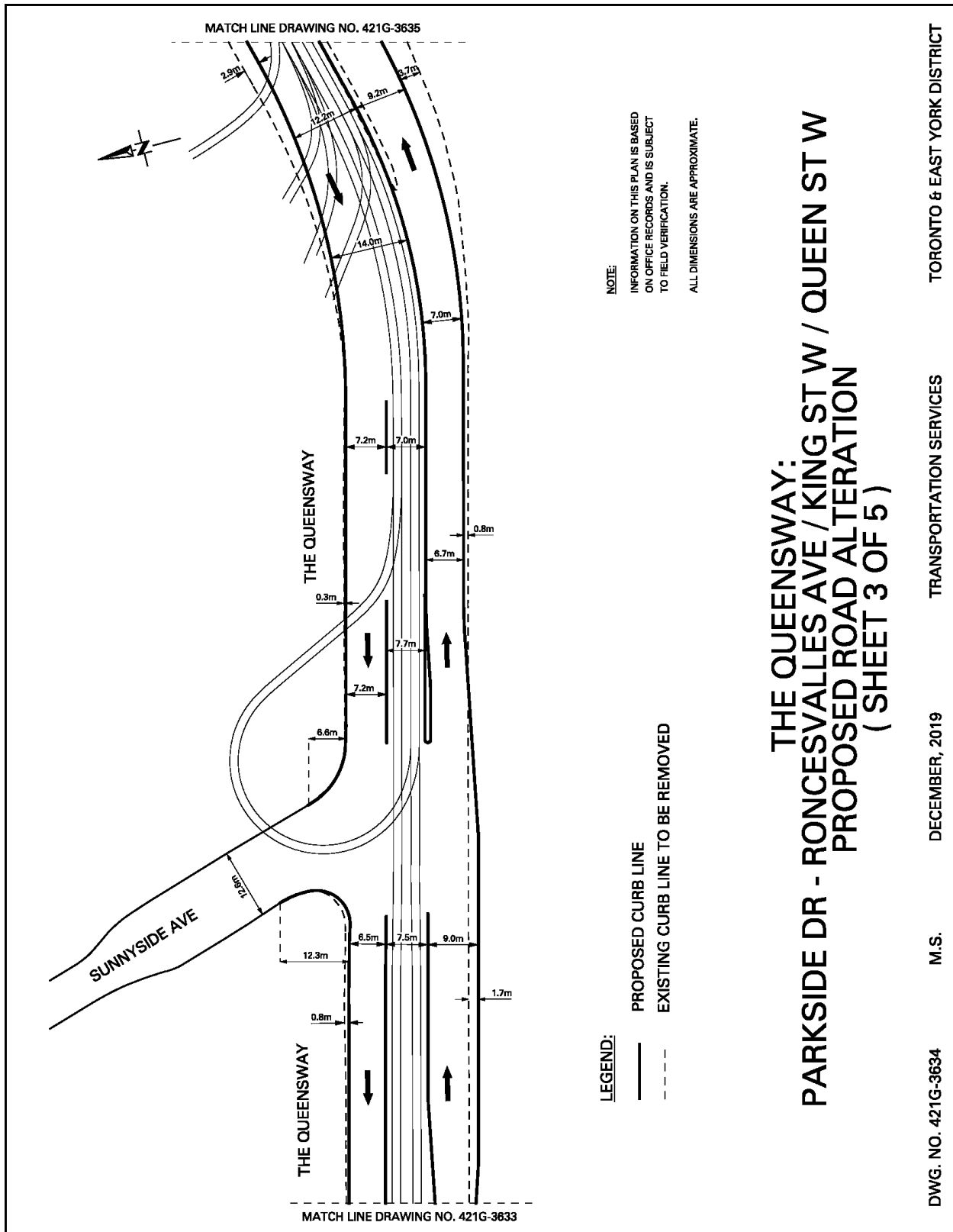
**THE QUEENSWAY:
PARKSIDE DR - RONCESVALLES AVE / KING ST W / QUEEN ST W
PROPOSED ROAD ALTERATION
(SHEET 1 OF 5)**

DWG. NO. 421G-3632 M.S. DECEMBER, 2019 TRANSPORTATION SERVICES TORONTO & EAST YORK DISTRICT

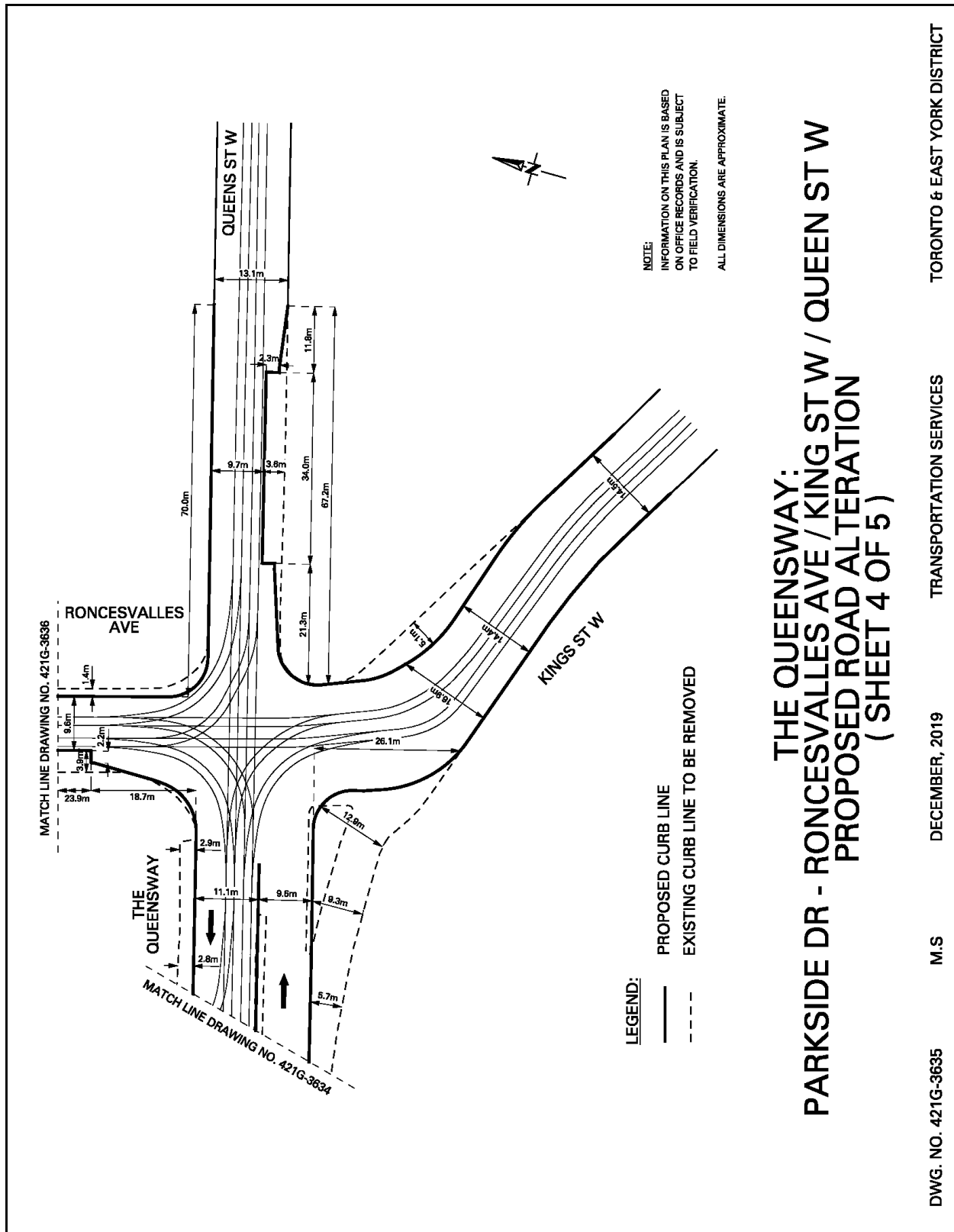
Attachment 2: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W / Queen St W Proposed Road Alteration (2 of 5)



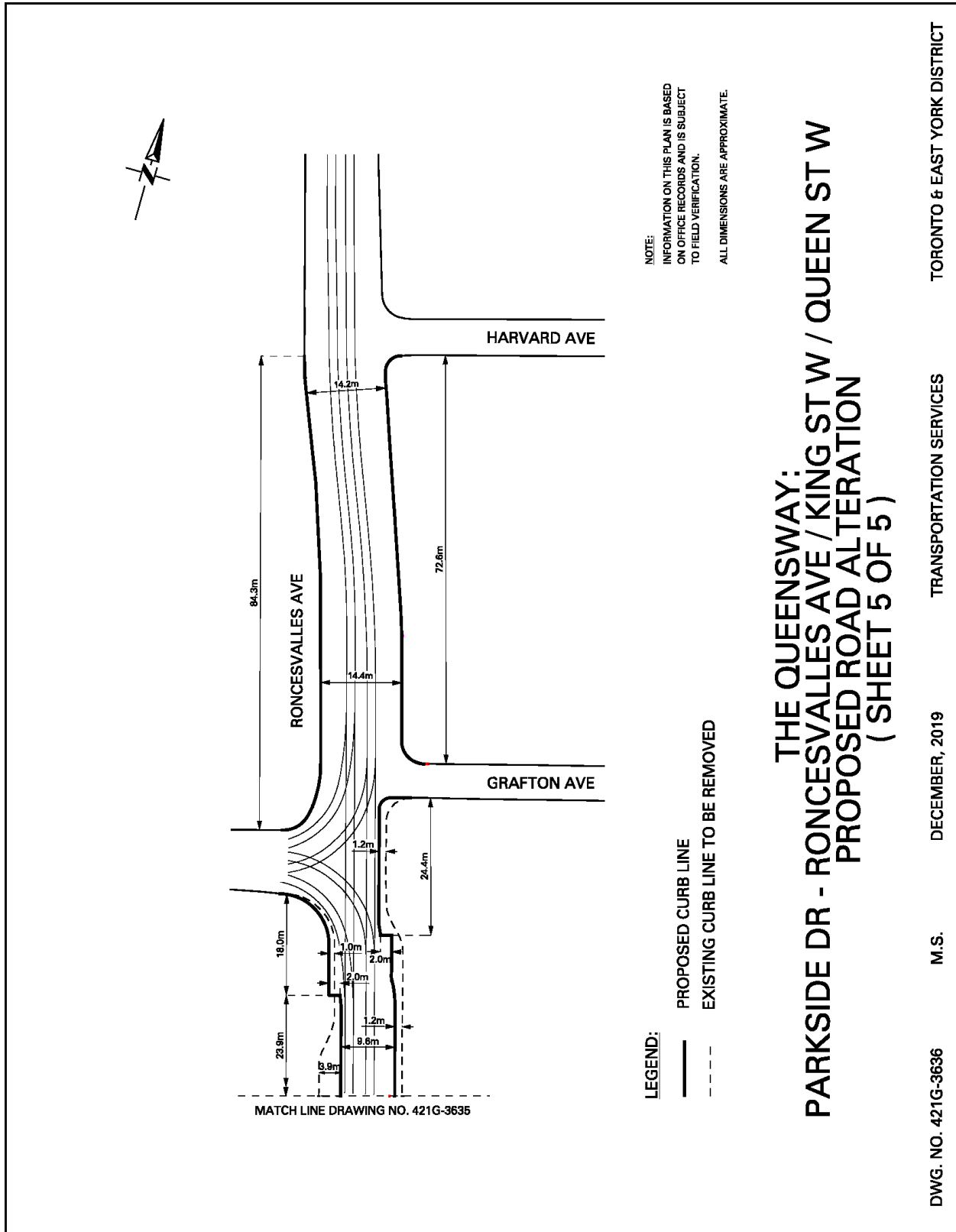
Attachment 3: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W Proposed Road Alteration (3 of 5)



Attachment 4: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W / Queen St W Proposed Road Alteration (4 of 5)



Attachment 5: The Queensway: Parkside D - Roncesvalles Ave / King St W / Queen St W / Queen St W Proposed Road Alteration (5 of 5)



Attachment 6: Traffic Regulations to be Rescinded:

Prohibited Turns

Intersection or Portion of Highway	Direction	Turns Prohibited	Times or Days
The Queensway and Roncesvalles Avenue/King Street West/Queen Street West	Eastbound	Left	7:00 a.m. to 7:00 p.m. (streetcars excepted)

Safety Zones

Highway	Location
The Queensway	North side, immediately east of Glendale Avenue
The Queensway	South side, immediately east of Glendale Avenue
The Queensway	South side, immediately west of Roncesvalles Avenue

Prohibited Pedestrian Crossings

Highway	Location
The Queensway	Between the west curb line of Glendale Avenue and a point 30.5 metres west

Bicycle lanes

Highway	Between	Lanes	Times or Days
The Queensway	Windermere Avenue and Claude Avenue	Northerly Westbound and Southerly Eastbound	Anytime

Attachment 7: Regulations to be Implemented:

Reserved Lanes for Designated Class of Vehicles

Highway	Between	Lanes	Times and/ or Days	Designated Class of Vehicles
The Queensway	Claude Avenue and Roncesvalles Avenue/King Street	Northerly Westbound and Southerly Eastbound	Anytime	PTVs and Toronto Transit Commission Vehicles

Prohibited Turns

Intersection or Portion of Highway	Direction	Turns Prohibited	Times or Days
The Queensway and Claude Avenue	Southbound	Left	Anytime
The Queensway and Sunnyside Avenue	Westbound	U-turns	Anytime

Traffic Control Signals

Intersection or Location
The Queensway and Sunnyside Avenue

Bicycle lanes

Highway	Between	Lanes	Times or Days
The Queensway	Windermere Avenue and Claude Avenue	Northerly Westbound	Anytime
The Queensway	Windermere Avenue and Glendale Avenue	Southerly Eastbound	Anytime

No Stopping

Highway	Side	Between	Prohibited Times or Days
Roncesvalles Avenue	West	Queen Street West and Grafton Avenue	Anytime

Roncesvalles Avenue	East	Queen Street West and Grafton Avenue	Anytime
Queen Street West	South	Roncesvalles Avenue and a point 67.2 metres further east	Anytime

Prohibited Pedestrian Crossings

Highway	Location
The Queensway	Between a point 30.5 metres west of west curb line of Sunnyside Avenue and a point 30.5 metres east of east curb line of Sunnyside Avenue

One-way Traffic Lanes

Highway	Between	Lanes	Time and/or	Direction
The Queensway	King Street West and a point 30.5 metres west	Southerly Eastbound	Anytime	Eastbound right-turning