

Lane Designations – Dundas Street West at Bloor Street West

Date: June 6, 2023
To: Toronto and East York Community Council
From: Director, Project Design and Management, Transportation Services
Wards: Ward 4 – Parkdale-High Park

SUMMARY

There are two separate intersections of Bloor Street West and Dundas Street West in the City of Toronto, this report concerns the eastern-most intersection, located in the Toronto and East York Community Council area.

In support of planned quick-build safety improvements at the intersection of Dundas Street West and Bloor Street West, Transportation Services recommends that the northbound curb lane on Dundas Street West approaching Bloor Street West be designated for right-turns only, bicycles excepted.

As the Toronto Transit Commission (TTC) operates transit service on Dundas Street West, City Council approval of this report is required.

RECOMMENDATIONS

The Director, Project Design and Management, Transportation Services recommends that:

1. City Council designate the easterly northbound lane on Dundas Street West, between Bloor Street West (TO) and a point 60 metres south for northbound right-turns only, bicycles excepted.

FINANCIAL IMPACT

The cost of installing the required signs is approximately \$500. The funding for these signs is available in the Transportation Services 2023 Capital Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

In 2019, Transportation Services conducted a road safety review for the intersection of Dundas Street West and Bloor Street West.

Informed by this review, Transportation Services has programmed the following geometric improvements at this intersection for installation in Summer 2023:

- Designate the easterly northbound lane on Dundas Street West, south of Bloor Street West, for northbound right-turns only
- Reduction of excess lane width in the northbound direction on Dundas Street West, north of Bloor Street West
- Utilization of pavement markings to achieve a painted curb extension
 - Curb extension would not result in the loss of any on-street parking and is expected to increase compliance for the no-standing anytime condition on Dundas Street West north of Bloor Street West, south of the taxi stand

These modifications are expected to help improve safety for all users at this intersection by slowing down the speed of right-turning vehicles, improving visibility, and reducing driver confusion. These changes can be expected to reduce the likelihood and severity of potential collisions, particularly between motor vehicles and vulnerable road users.

In support of the planned quick-build safety improvements, this report seeks approval for the designation of the northbound curb lane as a right-turn only lane, excepting bicycles. A map of the intersection and the proposed geometric improvements is included in Attachment 1.

Existing Conditions

Dundas Street West and Bloor Street West is a four-legged signalized intersection.

Dundas Street West is characterised by the following conditions:

- Dundas Street West, south of Bloor Street West, is a five-lane minor arterial, and north of Bloor Street West is a four-lane minor arterial road
- The speed limit is 40 km/h
- It operates two-way north-south traffic on a pavement width of approximately 18.2 metres north of Bloor Street West, and 18.5 metres south of Bloor Street West
- The daily traffic volume at the intersection is approximately 21,100 vehicles per day
- The lane configuration for the northbound direction on Dundas Street West approaching Bloor Street West consists of one combined through-right turn lane, one dedicated through lane and one combined through-left-turn lane

- TTC service is provided by the 504 King & 505 Dundas streetcar/bus, which travels northbound and southbound on Dundas Street West
- There are no curb-side bus stops, however, there is streetcar stop within the raised centre median on Dundas Street West, just south of Bloor Street West
- The area is composed of residential and commercial land uses on both sides of Bloor Street West with a secondary school on the south-east corner of the intersection

Bloor Street West is characterised by the following conditions:

- Bloor Street West, east of Dundas Street West, is a four-lane major arterial, and west of Dundas Street West is a three-lane major arterial road with painted/protected bike lanes east and west of the intersection
- The speed limit is 40 km/h
- It operates east-west traffic on a pavement width of approximately 16.7 metres east of Dundas Street West, and 16.4 metres west of Dundas Street West
- The daily traffic volume at the intersection is approximately 26,000 vehicles per day
- The lane configuration for the eastbound direction on Bloor Street West approaching Dundas Street West consists of one dedicated right turn-lane, one dedicated through lane, one dedicated left-turn lane and a painted/protected bike lane.
- The lane configuration for the westbound direction on Bloor Street West approaching Dundas Street West consists of one dedicated right turn-lane, one combined through-left-turn lane and a painted/protected bike lane
- TTC service is provided by the 168 Symington bus which travels to Dundas West station & 300 Bloor bus, which travels east & westbound on Bloor Street West as an overnight service
- The area is composed of residential and commercial land uses on both sides of Bloor Street West

Analysis and Proposed Lane Designation

Collision history provided by the Toronto Police Service for the five-year period ending December 31, 2022, indicates that nine reported collisions resulting in injuries occurred at this intersection and six of these collisions resulted in injuries to pedestrians and three resulted in an injury to a person cycling.

Transportation Services conducted an eight-hour turning movement count in March of 2022 at the intersection of Dundas Street West and Bloor Street West. The results of the study revealed that of the total of 4,831 vehicles travelling in the northbound direction:

- 19% made a right-turn manoeuvre;
- 80% made a through manoeuvre; and,
- 1% made a left-turn manoeuvre.

The proposed adjustments to designate a right-turn only lane would have minimal capacity impacts since only a short section of the easterly northbound lane north of Bloor Street is configured for through traffic, and the rest is designated as a taxi stand. The existing lane configuration requires vehicles performing a through movement using

the easterly northbound lane on Dundas Street West to change lanes soon after clearing the intersection due to the presence of the taxi stand, resulting in potential confusion.

The adoption of the lane designations identified in this report will provide positive guidance to northbound motorists by clearly identifying lane direction and mitigate potential vehicular conflicts between northbound motorists on Dundas Street West and other motorists, including westbound motorists from Bloor Street West turning right onto Dundas Street West.

The "Bicycles Excepted" tab signs will clearly define traffic lane usage and eliminate confusion and potential for conflicts as people cycling continue to travel through the intersection in the northbound direction from the curb lane.

Designating the easterly northbound curb lane to right turn only will improve intersection operation and will increase the safety of vulnerable road users.

Finally, the proposed lane designations at this intersection will allow for enforcement of the lane designation by Toronto Police Service.

The Ward Councillor has been advised of the recommendations of this staff report.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Preliminary Interim Geometric Safety Improvements - Dundas Street West at Bloor Street West