



STAFF REPORT ACTION REQUIRED

Road Alterations – Yonge Street at Davenport Road/Church Street and Scollard Street

Date:	August 19, 2008
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 27
Reference Number:	Ts08151te.top.doc

SUMMARY

Transportation Services is seeking authority from City Council to remove the existing right turn channel island and realign the curb on the southeast corner of Yonge Street and Church Street, widen a portion of the roadway on Davenport Road west of Yonge Street, and narrow a portion of the roadway on Scollard Street, west of Yonge Street. This will provide needed roadway width for an exclusive eastbound left-turn lane on Davenport Road at Yonge Street while maintaining the area for the planned Frank Stollery Parkette.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. Approve the following road alterations, generally as shown on the attached print of Drawing No. 421F-9260 dated April 2008:
 - a. narrowing Scollard Street, north side, westerly from Yonge Street;
 - b. widening Davenport Road, south side, westerly from Yonge Street; and
 - c. realigning the existing curb and removal of the existing right turn channel island on the southeast corner of Yonge Street and Church Street.
2. Rescind the prohibition of eastbound left turns from Davenport Road to Yonge Street at all times, concurrent with completion of these road alterations.

Financial Impact

The proposed pavement modifications to Scollard Street and the Yonge Street and Davenport Road/Church Street intersection are accommodated in the reconstruction budget for this location under the 2008 Transportation Services Capital Budget.

ISSUE BACKGROUND

At the request of Councillor Kyle Rae and members of the ABC Neighbourhood Association, Transportation Services staff have been exploring options to reduce the volume of traffic on Belmont Street. Although Belmont Street is a two-way roadway that is primarily residential with a seniors' home on the south side, it functions as a major arterial roadway connecting Davenport Road to Yonge Street and Rosedale Valley Road. One suggestion we have reviewed is the feasibility of allowing eastbound left turns from Davenport Road to Yonge Street, to relieve some of the pressure from Belmont Street.

In order to allow for an eastbound left-turn movement from Davenport Road to Yonge Street without negatively impacting the level of service at this intersection, an exclusive left-turn lane must be implemented. Unfortunately, this section of Davenport Road is not wide enough to provide for an exclusive left-turn lane and maintain two through lanes in each direction.

In this regard, Councillor Kyle Rae requested that staff of Transportation Services, Technical Services, and Parks Forestry and Recreation investigate the possibility of shifting Frank Stollery Parkette further south of its existing location in order to gain roadway width on Davenport Road to facilitate an exclusive left turn lane. Frank Stollery Parkette is located on the southwest corner of Yonge Street and Davenport Road and is scheduled to be re-designed as part of the development of premises Nos. 8 and 10 Scollard Street.

City staff have determined that the re-design plans and re-alignment of Frank Stollery Parkette and associated roadway modifications on Scollard Street, and at the Yonge Street and Davenport Road/Church Street intersection are feasible and will be completed within the Bay Street and Davenport Road Reconstruction Project.

COMMENTS

Existing Conditions

The intersection of Davenport Road/Church Street/Yonge Street intersection is regulated by traffic control signals (TCS). Eastbound left turns from Davenport Road to northbound Yonge Street are prohibited at all times, as are northbound left turns from Yonge Street to Davenport Road. The signal operation includes an advanced left-turn phase for southbound Yonge Street to Church Street. Each intersection approach consists of two through lanes, with the exception of the westbound approach, which includes an exclusive right-turn lane to Yonge Street. There is an existing northbound right-turn channel island on the southeast corner of Yonge Street and Church Street. The intersection is currently operating at capacity. The Toronto Transit Commission operates the 97 YONGE bus route through this intersection.

Scollard Street operates one-way westbound from Yonge Street and is located immediately south of Davenport Road. This section of Scollard Street is classified as a local roadway having a pavement width of 8.5 metres. In addition, Frank Stollery Parkette is located on the southwest corner of Yonge Street and Davenport Road and is bounded by Davenport Road to the north, Scollard Street to the south and Yonge Street to the east. The parkette is in the process of being redesigned as part of the condominium development at premises Nos. 8 and 10 Scollard Street.

Proposed Road Alterations

In order to gain roadway width on Davenport Road (west of Yonge Street) to facilitate the construction of an exclusive eastbound left-turn lane, a number of roadway modifications are proposed for Scollard Street (just west of Yonge Street) and the Yonge Street and Davenport Road/Church Street intersection.

Specifically, Frank Stollery Parkette must be shifted approximately 2.3 metres further south of its current location. This will allow Davenport Road (just west of Yonge Street) to be widened from 15.3 metres to 17.7 metres and Scollard Street (just west of Yonge Street) to be narrowed from 8.5 metres to 6.2 metres. With this change, the prohibition of eastbound left turns from Davenport Road to Yonge Street will be rescinded.

The southeast corner of Yonge Street and Church Street will also be realigned to match the new curbline proposed for the southwest corner. This realignment provides an opportunity to remove the existing right-turn channel island located on the southeast corner of Yonge Street and Church Street.

The proposed modifications at this intersection will improve conditions for motorists and the crossing environment for pedestrians.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
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ATTACHMENTS

Drawing No. 421F-9260, dated April 2008

