



## STAFF REPORT ACTION REQUIRED

### Bus Bay Removal – Kennedy Road and Ranstone Gardens

<b>Date:</b>	March 25, 2009
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Acting Director, Transportation Services, Scarborough District
<b>Wards:</b>	Ward 37 – Scarborough Centre
<b>Reference Number:</b>	P:\2009\Cluster B\TRA\Scarborough\sc09029 D08-3006352 Kennedy Ranstone bus bay removal

### SUMMARY

---

This staff report is about a matter for which the Community Council does not have delegated authority from City Council to make a final decision.

This report responds to a request to mitigate a hazard created by a northbound bus bay approaching the access to Jack Goodlad Park on Kennedy Road, opposite Ranstone Gardens.

It is recommended that the bus bay removed and replaced with a new bus stop pad.

### RECOMMENDATIONS

---

**Transportation Services, Scarborough District, recommends that Scarborough Community Council recommend that City Council:**

1. Approve the removal of the existing northbound bus bay on Kennedy Road south of Ranstone Gardens.
2. Pursuant to the City of Toronto Act 2006, authorise the appropriate City Officials to prepare the necessary Road Alteration By-law.
3. Pass or amend the appropriate by-law(s) accordingly.

## **Financial Impact**

The estimated cost of removing the bus bay is approximately \$42,000.00. Upon approval, this modification will be submitted as a candidate project for the Transportation Division's Safety and Operational Improvement Program (SOIP), and as such, will be subject to the availability of funding, and prioritised according to safety and operational criteria.

## **ISSUE BACKGROUND**

Further to a request from the local councillor on the behalf of a resident, Transportation Services staff reviewed the safety of the existing northbound bus bay at this location with respect to northbound right-turning vehicles accessing the Jack Goodlad Park.

Under Toronto Municipal Code Chapter 27, this matter is not delegated to Scarborough Community Council since TTC Bus Route 43 passes through this intersection.

## **COMMENTS**

Historically, this location was not signalised and had a northbound mid-block bus bay in place. With the installation of Traffic Control Signals at Kennedy Road and Ranstone Gardens/Jack Goodlad Park access and a recent reconstruction of Kennedy Road, this bus bay continued to be of the mid-block variety and was never intended to be used a right-turn lane to the access to Jack Goodlad Park. Buses must merge back into northbound traffic in advance of the access.

Unfortunately, the exit taper from this bus bay does not merge with the established street line of Kennedy Road. Due to the close spacing to the park access, taper was blended into the south curb return for the Jack Goodlad Park access during the road reconstruction. As a result, there is a gap of about 1.8 metres between the blended curb line and the established Kennedy Road curb line. Some motorists may incorrectly assume this to be wide enough to drive through to make a right turn into Jack Goodlad Park so they may treat the bus bay as a right-turn lane. Because this gap is physically too narrow for passenger vehicles, any such motorists would need to swing out into the abutting northbound shared through/right-turn lane. This can cause a potential traffic hazard to vehicles in this lane with an increased risk of side-swipe collisions, though there is no current appreciable collision history.

In order to mitigate this hazard in the short term, lane markings were installed to clearly show that right-turns must be made from the shared northbound through/right-turn lane and not from the exit taper of the bus bay. A "keep left hazard marker" was also attached to the utility pole that is located behind the tapering curb.

As the Toronto Transit Commission also had operational concerns with vehicles making right-turns around buses stopping and leaving the bus bay, they arranged the relocation of the actual bus stop to the north side of these signals along with a temporary asphalt bus stop pad, pending a permanent mitigation of the safety issues south of the signals.

As the bus bay is no longer being used, it will be marked as a shoulder hazard area through white striping to further prevent its use as a right-turn lane.

It is not feasible to widen out the taper to provide a full near-side bus bay/right-turn lane into the park access due the prohibitive construction costs (\$200,000 plus) associated with relocating various utilities and signal plant. In addition, there is no traffic capacity reason to provide a bus bay/right-turn lane at this location.

The removal of the bus bay and replacement with a new bus pad will allow for safer right-turn activity and near-side bus stop operations at this location without significantly affecting road capacity.

## **CONTACT**

Marko A. Oinonen, P. Eng.  
Manager, Traffic Operations, Scarborough District  
Tel: 416-396-7148  
Fax: 416-396-5641  
E-Mail: moinone@toronto.ca

## **SIGNATURE**

---

Steven T. Kodama, P. Eng.  
Acting Director, Transportation Services, Scarborough District

MAO:ca

## **ATTACHMENTS**

1. Location Plan (Proposed Bus Bay Removal – Kennedy Road opposite Ranstone Gardens)