



**STAFF REPORT
ACTION REQUIRED**

Northbound Right-Turn Lane - Bay Street and Harbour Street

Date:	October 20, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 28
Reference Number:	Ts09184te.top.doc

SUMMARY

Transportation Services is requesting approval from City Council to designate the easterly northbound lane at the intersection of Bay Street and Harbour Street for right turns only to improve safety. The proposed change will clearly define northbound traffic movements at the intersection.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. Designate the easterly northbound lane on Bay Street, from Harbour Street to a point 30.5 metres south, for right turns only, TTC vehicles excepted.

Financial Impact

Type of Funding	Source of Funds	Amount
Available within current budget	Transportation Services Division 2009 Operating Budget	\$ 1000

DECISION HISTORY

City Council, at its meeting on July 15, 16, and 17, 2008 (Item TE17.51), approved among other items the narrowing of Bay Street, east side, from Harbour Street to the F.G. Gardiner Expressway on-ramp. This change was undertaken to improve the pedestrian environment along this section of Bay Street.

ISSUE BACKGROUND

With the completion of this road alteration, concerns have arisen with conflicts between northbound vehicles on Bay Street. Transportation Services has reviewed the situation for ways to clarify the intended operation.

COMMENTS

The intersection of Bay Street and Harbour Street is controlled by traffic control signals. The northbound approach on Bay Street at Harbour Street consists of three lanes (two through lanes and a shared through/right turn lane). Two northbound lanes proceed through the intersection. The lane adjacent to the east curb now tapers to 2.8 metres at the Gardiner on-ramp. As a result, motorists are required to merge into one of the two northbound lanes. Difficulties arise when three vehicles proceed from the south side to the north side through the intersection. This could result in vehicles mounting the curb or deflecting into the adjacent lane and creating unsafe situations.

To reduce confusion and improve safety, the northbound curb lane on Bay Street, approaching Harbour Street, should be designated for right turns only. Northbound through traffic can easily be accommodated in the other two lanes without negatively impacting the level of service.

The TTC operates regular bus service on Bay Street (6 – Bay) with a stop located on the east side of Bay Street approximately 30 metres south of Harbour Street. Since the northbound TTC stop is located within the curb lane, TTC vehicles would be exempted. TTC service will not be significantly impacted by the proposed right-turn only designation.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
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LIST OF ATTACHMENTS

(1) Drawing No. 421F-9824, dated October 2009

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