

Road Alterations – Lower Sherbourne Street and Lake Shore Boulevard East

Date:	February 4, 2014
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 28
Reference Number:	Ts2014015te.top.doc

SUMMARY

Transportation Services is requesting City Council authority to alter the roadway at Lower Sherbourne Street and Lake Shore Boulevard East by removing the westbound and southbound right-turn channels in order to improve the pedestrian environment.

This work will be completed in 2014 as part of the Lower Sherbourne Street Promenade Plan.

The proposed road alterations will have a minimal impact on traffic operations.

RECOMMENDATIONS**Transportation Services recommends:**

1. City Council approve the removal of the westbound and southbound right-turn channels at the intersection of Lower Sherbourne Street and Lake Shore Boulevard East, generally as shown on Drawing No. 421G-1325, dated February 2014, attached to the February 4, 2014 report entitled "Road Alterations – Lower Sherbourne Street and Lake Shore Boulevard East" from the Director, Transportation Services, Toronto and East York District.
2. City Council rescind the westbound right-turn prohibition in effect at all times, from the F. G. Gardiner Expressway Ramp to Lower Sherbourne Street.

Financial Impact

The estimated cost for removing the westbound and southbound right-turn channels at the intersection of Lower Sherbourne Street and Lake Shore Boulevard East is approximately \$210,000.00. All costs associated with these road alterations will be paid for with funding which has been requested in the Transportation Services 2014 Cycling Infrastructure Budget.

DECISION HISTORY

At its meeting of October 8, 2014 (Item TE26.59), City Council endorsed the Lower Sherbourne Street Pedestrian Promenade Plan, from Front Street East to Queens Quay East. As part of this, Transportation Services staff was directed to report by February 2014 on proposed changes to the intersection of Lower Sherbourne Street and Lake Shore Boulevard East. The proposed changes include the removal of the westbound and southbound right-turn channels in order to improve the pedestrian environment at the intersection.

COMMENTS

At the signalized intersection of Lower Sherbourne Street and Lake Shore Boulevard East, there is currently a southbound to westbound right-turn channel to Lake Shore Boulevard. Also, the F. G. Gardiner Expressway crosses over the intersection and there is a westbound off-ramp from the expressway that splits into a through lane and a right-turn channel to northbound Lower Sherbourne Street. TTC operates the "75 Sherbourne" bus route on this section of Lower Sherbourne Street.

Presently, pedestrians on the west side of Lower Sherbourne Street must cross the southbound right-turn channel and pedestrians on the east side must cross the westbound off-ramp before they can proceed crossing Lower Sherbourne Street or Lake Shore Boulevard Street East. The crossing on the west side for pedestrians is not protected and traffic does not have to yield to pedestrians. Also, there is no pedestrian ramp in place on either side of the crossing. The crossing on the east side is stop controlled. However, when right-turning motorists concentrate on finding a gap in northbound traffic, they may be unaware of pedestrians crossing the channel.

Removal of the southbound right-turn channel would eliminate the uncontrolled crossing. Removal of the right-turn channel from the westbound off-ramp will result in all turns occurring at the intersection, which will improve the pedestrian environment.

The impact on traffic operation at the intersection of Lower Sherbourne Street and Lake Shore Boulevard Street East was reviewed. There will be an increase in the delays and queuing for both westbound through and right-turning motorists from the westbound F. G. Gardiner Expressway off-ramp. There will also be an increase in delays and queuing to southbound motorists on Lower Sherbourne Street East. However, capacity analysis has shown that these increases in delay and queuing can be accommodated.

CONTACT

Troy Caron, Transportation Technologist
Traffic Operations, Toronto and East York District
Phone: 416-338-5452; Fax: 416-392-1920
e-mail: tcaron@toronto.ca

SIGNATURE

Jacqueline White P. Eng.
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

(1) Drawing No. 421G-1325, dated February 2014

P\2014\Cluster B\Tra\Toronto and East York\Top\ts201415te.top - acb