

Traffic Regulations – Bay Street and Davenport Road

Date:	February 18, 2014
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York
Wards:	Toronto Centre-Rosedale, Ward 27
Reference Number:	Ts2014029te.top.doc

SUMMARY

Transportation Services is requesting approval from City Council to reduce the speed limit on Bay Street (Bloor Street West to Davenport Road) and on Davenport Road (Bay Street to Yonge Street), from 50 km/h to 40 km/h.

A 40 km/h speed limit would be consistent with the remaining section of Davenport Road, between Old Weston Road and Bay Street. Reducing the maximum speed limit from 50 km/h to 40 km/h would help promote slower operating speeds and enhance safety for all road users on Bay Street and on Davenport Road. This change would also help improve the pedestrian crossing environment at the intersection of Bay Street and Davenport Road which was recently re-designed.

To further address residents concerns with the crossing environment at the intersection of Bay Street and Davenport Road, Transportation Services staff also reviewed the need for a "Right Turn on Red" prohibition on the eastbound approach from Davenport Road onto Bay Street that would operate during the morning and afternoon peak periods only.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council enact a 40 km/h speed limit on Bay Street, from Bloor Street West to Davenport Road.
2. City Council enact a 40 km/h speed limit on Davenport Road, from Bay Street to Yonge Street.

3. City Council not prohibit right turns on a red signal from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., Monday to Friday, on the eastbound approach from Davenport Road to Bay Street.

Financial Impact

Funds to undertake the necessary signage adjustments in the estimated amount of \$1,000.00 are contained within Transportation Services 2014 Operating Budget.

ISSUE BACKGROUND

Transportation Services was requested by Councillor Wong-Tam, on behalf of local residents, to investigate and report on improving the crossing environment and over-all safety for all road users at the newly designed intersection of Bay Street and Davenport Road, specifically:

- Reducing the maximum speed limit from 50 km/h to 40 km/h on Bay Street (Bloor Street West to Davenport Road) and on Davenport Road (Bay Street to Yonge Street); and
- Prohibiting right turns on a red signal from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., Monday to Friday on the eastbound approach from Davenport Road to Bay Street

COMMENTS

Existing Conditions

Bay Street (Bloor Street West to Davenport Road) is classified as a major arterial roadway, has a pavement width that varies between 16 metres and 17 metres, operates in a northbound and southbound direction and has a maximum speed limit of 50 km/h. It consists of two lanes for general traffic and a bicycle lane in each direction, north of Cumberland Street to Davenport Road. The curb lane for each direction, south of Cumberland Street, is a High Occupancy Vehicle (HOV) lane, reserved for the use of buses, taxis and bicycles, between the hours of 7:00 a.m. and 7:00 p.m., Monday to Friday.

Davenport Road (Avenue Road to Yonge Street) is classified as a major arterial roadway, has a pavement width that varies between 15 metres and 19 metres, and generally runs east/west. It consists of two lanes for general traffic and a bicycle lane in each direction. The posted speed limit on Davenport Road is 40 km/h, except for the section between Bay Street and Yonge Street which is 50 km/h.

This area is comprised of a mixture of land uses including professional, commercial, and residential components. In addition, Jesse Ketchum Senior and Junior Public School is located on the south/west corner of Bay Street and Davenport Road. Bay Street and Davenport Road accommodate the TTC Bus Route 6.

The Bay Street and Davenport Road intersection was reconfigured in 2013. The new design eliminated the existing eastbound to southbound right-turn channel from Davenport Road to Bay Street and replaced it with a wide boulevard space for streetscape enhancements and an improved pedestrian environment. With the removal of the traffic island, this intersection now forms a "T" type intersection with Bay Street terminating at Davenport Road.

Observations, at this intersection, indicated that both motorists and pedestrians were still adjusting to the new configuration of the intersection and there seemed to be some confusion as to who had the right-of-way. As a result, we installed "Turning Traffic Must Yield to Pedestrians" advisory signs for all approaches to the intersection. In addition, we installed a Leading Pedestrian Interval on the west leg of the intersection to improve the pedestrian crossing environment. This phase allows pedestrians to start crossing five seconds prior to releasing northbound traffic, making them clearly visible to northbound left-turning motorists.

Proposed 40 km/h Speed Limit

To further improve and enhance the pedestrian environment along Bay Street (Bloor Street West to Davenport Road) and Davenport Road (Bay Street to Yonge Street), Councillor Wong-Tam requested that Transportation Services evaluate these streets against the criteria for lowering the speed limit to 40 km/h. It was determined that both streets do not satisfy the established criteria.

However, as indicated, the posted speed limit on Davenport Road is 40 km/h, except for the section between Bay Street and Yonge Street which is 50 km/h. The characteristics of this section are consistent with the remaining section of Davenport Road (Old Weston Road to Bay Street). For consistency, it is recommended that this section of Davenport Road also have the 40 km/h speed limit.

In addition, to help improve the pedestrian and cycling environment along this section of Bay Street and at the intersection of Bay Street and Davenport Road, it is also recommended that Bay Street (Bloor Street West to Davenport Road) have a 40 km/h speed limit.

No Right Turn on Red

Residents have expressed safety concerns with the new intersection design at Bay Street and Davenport Road, in particular with the pedestrian crossing on the west approach. Specifically, motorists travelling eastbound on Davenport Road destined for Bay Street are not coming to a complete stop or yielding the right-of-way to pedestrians crossing when making this right-turn movement. Councillor Wong-Tam, in consultation with area residents, requested Transportation Services evaluate the need or feasibility of prohibiting right turns on a red signal indication from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., Monday to Friday, on the eastbound approach from Davenport Road to Bay Street in order to help improve the right-of-way and the pedestrian environment.

Transportation Services conducted various field observations at this intersection which revealed that the majority of motorists making the eastbound right-turn movement from Davenport Road onto Bay Street are stopping to yield the right-of-way for pedestrians. On occasion, motorists have been observed making this movement in a free flow manner resulting in a potential for conflict with pedestrians crossing. Toronto Police Service records indicate no collisions were reported involving pedestrians during the brief period that this new intersection has been re-opened to traffic.

During the peak eight hours of a typical weekday, approximately 3,000 vehicles make an eastbound right turn from Davenport Road to southbound Bay Street. Approximately 500 vehicles make this turn during the morning rush hour, and 300 vehicles during the evening rush hour. Capacity analysis revealed that eastbound Davenport Road will experience significant delays and congestion during the morning and afternoon peak periods if a "No Right Turn on Red" prohibition is introduced at this intersection. Driver aggression and non compliance to the turn prohibition may actually increase as a result, putting pedestrian safety at risk. In this regard, Transportation Services does not recommend prohibiting right turns on a red from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., Monday to Friday, at this time.

As with any new intersection design, it may take some time for all road users to become accustomed to the new configuration. Staff will continue to monitor and work with all stakeholders, to address any further traffic concerns that may arise at this intersection in the future.

CONTACT

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SIGNATURE

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LIST OF ATTACHMENTS

Drawing No. 421G-1348, dated February 2014

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