New Channelized Left Turn Lane Study – Rylander Boulevard

Date: August 14, 2012
To: Scarborough Community Council
From: Director, Transportation Services, Scarborough District
Wards: Ward 44 – Scarborough East
Reference Number: P:\2012\Cluster B\TRA\Scarborough\sc1269 D12-4734215 Rylander – Left-Turn Lane Channelization

SUMMARY

This staff report is about a matter for which the Community Council has delegated authority from City Council to make a final decision.

The purpose of this report is to seek authorization for the construction of a channelized left-turn lane to a private access road and the relevant turning prohibition.

RECOMMENDATIONS

Transportation Services recommends that Scarborough Community Council:

1. Approve the construction of the channelized left-turn lane on Rylander Boulevard approximately 70 metres north of Kingston Road as detailed in Appendix 1.

2. Pursuant to the City of Toronto Act 2006, authorize the appropriate City officials to prepare the necessary Road Alteration By-law.

3. Approve the prohibited turn regulation, as shown in Appendix 2.

4. Pass or amend the appropriate by-law(s) accordingly.

Financial Impact
There is no cost to the City of Toronto for constructing the subject works or installing the relevant signs since all the costs have been secured from the abutting developer.
COMMENTS
The following characteristics describe this section of Rylander Boulevard:

- Rylander Boulevard is located on the north side of Kingston Road and to the east of the westbound on-ramp to Highway 401.
- A new development access is located on the east side of Rylander Boulevard.
- Rylander Boulevard and Kingston Road is controlled by traffic control signals.
- An all-way stop control is located at Rylander Boulevard and Durnford Road.
- Rylander Boulevard is a five-lane collector road south of Durnford Road with a solid median.
- Rylander Boulevard has an unsigned speed limit of 50 km/h and a traffic volume of approximately 5000 vehicles per day.
- Kingston Road is a seven-lane major arterial road with a speed limit of 60 km/h.
- There are no Toronto Transit Commission bus stops along this portion of Rylander Boulevard.
- Sidewalks are located on both sides of Rylander Boulevard and Kingston Road.

The left turn prohibition is needed to prevent outbound motorists from coming into conflict with incoming motorists using the inbound channelized left turn lane.

It is recommended that the channelized left turn lane be authorized and the necessary left turn prohibition be enacted.

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SIGNATURE

____________________________________
Peter J. Noehammer, P. Eng.
Director, Transportation Services, Scarborough District

JAB:ca

ATTACHMENTS

1. Appendix 1 – By-law Amendment (Enact)
2. Location Plan (New Channelized Left Turn Study – Rylander Boulevard)
Appendix 1

"Proposed Highway Alteration"

<table>
<thead>
<tr>
<th>Ward</th>
<th>Street</th>
<th>At</th>
<th>To</th>
<th>Description of Highway Alteration</th>
<th>Rationale</th>
</tr>
</thead>
<tbody>
<tr>
<td>44</td>
<td>Rylander Boulevard</td>
<td>70 metres north of Kingston Road</td>
<td>Construct channelized left-turn lane at access</td>
<td>Development Related Improvement</td>
<td></td>
</tr>
</tbody>
</table>
Appendix 2

“Prohibited Turns”
Regulations to be Enacted

<table>
<thead>
<tr>
<th>Intersection or Portion of Highway</th>
<th>Direction</th>
<th>Prohibited Times or Days</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rylander Boulevard and a point 70 metres north of Kingston Road</td>
<td>Westbound</td>
<td>Left</td>
</tr>
</tbody>
</table>