

## **Road Alteration – St. Clair Avenue East**

**Date:** June 25, 2024

**To:** Scarborough Community Council

**From:** Director, Planning, Design and Management, Transportation Services

**Wards:** Ward 20 – Scarborough Southwest

### **SUMMARY**

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As TTC operates bus service on St. Clair Avenue East, City Council approval of this report is required.

Transportation Services is requesting approval, on behalf of the Toronto Transit Commission (TTC), to alter St. Clair Avenue East between Midland Avenue and Linden Avenue to provide a westbound and eastbound queue jump lane for TTC buses.

The queue jump lanes would allow TTC buses to improve service reliability and travel times on St. Clair Avenue East by bypassing general traffic in the area. This would benefit approximately 630 daily bus-trips (in both directions) and improve the journey times for 44,000 daily customers. This proposal is supported by the City and TTC's established criteria for queue-jump lane warrants.

The eastbound and westbound queue-jump lanes on St. Clair Avenue East would be accommodated by implementing pavement marking adjustments and by converting a hatched area adjacent to the curb lane and adjusting adjacent travel lanes. No road or roadway widening is required. As per the City standard, the queue-jump lane would be identified by a red paint application.

These modifications would not result in the loss of any travel lanes for general traffic. All current lanes would remain, including existing dedicated left-turn lanes at Linden Avenue and Midland Avenue.

### **RECOMMENDATIONS**

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The Director, Planning, Design and Management, Transportation Services recommends that:

1. City Council designate the northerly westbound lane on St. Clair Avenue East between Midland Avenue and a point 30.5 metres east of Linden Avenue as a reserved lane for public transit vehicles and bicycles at all times.
2. City Council designate the southerly eastbound lane on St. Clair Avenue East between Linden Avenue and a point 30.5 metres west of Midland Avenue as a reserved lane for public transit vehicles and bicycles at all times.
3. City Council amend the existing northerly westbound lane designation at St. Clair Avenue East and Midland Avenue between Midland Avenue and a point 30.5 metres east, for westbound right turns only at all times, buses excepted, to be in effect at all times, buses and bicycles excepted.
4. City Council designate the southerly eastbound lane on St. Clair Avenue East between Linden Avenue and a point 30.5 metres west, for eastbound right turns only at all times, buses and bicycles excepted.
5. City Council amend the existing no stopping prohibition in effect from 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays on the north side of St. Clair Avenue East between Kingston Road and Santamonica Boulevard, to be in effect between Santamonica Boulevard and a point 30.5 metres east of Linden Avenue.
6. City Council prohibit stopping in effect from 7:00 a.m. to 9:00 a.m., Monday to Friday, except public holidays on the north side of St. Clair Avenue East between Midland Avenue and Kingston Road.
7. City Council amend the existing no stopping prohibition in effect from 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, on the south side of St. Clair Avenue East between Kingston Road and a point 110 metres east of Santamonica Boulevard, to be in effect between Kingston Road and a point 30.5 metres west of Midland Avenue.
8. City Council prohibit stopping in effect from 4:00 p.m. to 6:00 p.m., Monday to Friday, except public holidays, on the south side of St. Clair Avenue East between Santamonica Boulevard and Linden Avenue.
9. City Council prohibit stopping at all times on the north side of St. Clair Avenue East between Midland Avenue and a point 30.5 metres east of Linden Avenue.
10. City Council prohibit stopping at all times on the south side of St. Clair Avenue East between Linden Avenue and a point 30.5 metres west of Midland Avenue.

## **FINANCIAL IMPACT**

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All costs associated with the alterations on north and south side of St. Clair Avenue East between Midland Avenue and Linden Avenue would be the responsibility of the TTC. The estimated cost to implement the proposed improvement is \$300,000, with funding available in the TTC's Council Approved 2023-2032 Capital Budget.

## **DECISION HISTORY**

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This report addresses a new initiative.

## **COMMENTS**

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### **Background**

Transportation Services, City Planning and the TTC are undertaking a system-wide review of locations where it is operationally feasible to provide bus queue-jump lanes that also serve as extended right-turn lanes for general traffic. The provision of these lanes, where appropriate, allows TTC customers to bypass general traffic at intersections and other locations and improves service reliability and journey times. St. Clair Avenue East from Midland Avenue to Linden Avenue is one such location.

### **Existing Conditions**

St. Clair Avenue East is an east-west arterial road, with two through lanes in each direction approaching the Midland Avenue and Linden Avenue intersections. Dedicated left and right turn lanes are provided on the east-west approach. Current lane widths eastbound and westbound in the area vary between 3.3m and 3.8m.

The area is served by the 9 Bellamy, 102 Markham Rd, and 902 Markham Rd Express bus routes with a combined frequency of a bus every 3 to 4 minutes during the peak periods. Approximately 44,000 daily customer-trips are made on this corridor.

### **Eastbound and Westbound Queue-Jump Lane on St. Clair Avenue East between Midland Avenue and Linden Avenue**

The eastbound and westbound queue jump lanes on St. Clair Avenue East would be accommodated by pavement marking adjustments and by converting a hatched area adjacent to the curb lane and adjusting adjacent travel lanes. No road or roadway widening is required. As per the City standard the queue-jump lane will be identified by a red paint application.

These modifications will not result in the loss of any travel lanes for general traffic. All current lanes will remain, including existing dedicated left-turn lanes at Linden Avenue and Midland Avenue.

The proposed designs have been developed with input from City Planning and Transportation Services staff. If approved, this queue-jump lane is expected to be implemented by the end of 2024.

The Ward Councillor has been advised on the recommendations of this report.

## **CONTACT**

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## **SIGNATURE**

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Jacquelyn Hayward  
Director, Planning, Design & Management  
Transportation Services

## **ATTACHMENTS**

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Attachment 1 - Proposed Road Alterations – St. Clair Avenue between Midland Avenue and Linden Avenue

## Attachment 1 - Proposed Road Alterations – St. Clair Avenue between Midland Avenue and Linden Avenue

Existing Design



Proposed Design

