

MEETING DATE: October 20, 2004

SUBJECT: Bus-Only Lanes (Bus Rapid Transit), Downsview Subway Station To York University - Right Turns At Sheppard/Allen Intersection

RECOMMENDATIONS

It is recommended that the Commission:

1. Receive this report for information noting that, as requested by the Commission, TTC staff re-evaluated the option of widening Allen Road, south of Sheppard Avenue West, to create a new northbound right-turn lane in order to remove right-turning traffic from the proposed curb bus-only lane, and concluded that the reduction in delay to northbound buses that would be achieved with a separate right-turn lane is not significant enough to warrant a further widening of Allen Road at this intersection; and
2. Forward this report to City of Toronto Councillors Li Preti, Feldman, and Augimeri for information.

FUNDING

The recommendations in this report will not result in any change to the overall cost of this project as reported to, and approved by, the Commission on July 14, 2004.

BACKGROUND

At its meeting on September 22, 2004, the Commission approved the staff report entitled, *Bus-Only Lanes (Bus Rapid Transit) Downsview Subway Station To York University: Update*, and requested that, "...staff be requested to review the feasibility of adding a northbound crossover right turn lane to the subject intersection for cars in order to reduce conflicts with northbound buses".

This report responds to that request.

DISCUSSION

The design concept for the Sheppard/Allen intersection component of the bus-only lanes between Downsview Station and York University, was approved by the Commission on September 22, 2004, and is shown in Exhibit 1. In this design, the northbound curb lane on Allen Road is reserved for buses, and shared with motorists wishing to make the north-to-east right turn onto Sheppard Avenue. There are currently 77 right turns at this location in the morning peak hour, and 206 right turns in the afternoon peak hour. When a northbound bus is approaching Sheppard Avenue on a green signal, a right-turning vehicle ahead of the bus would cause minor delay when slowing to make the turn, because there are relatively few pedestrians crossing Sheppard Avenue on the east side of the intersection.

In the afternoon peak hour, there would be, on average, four northbound right-turning vehicles arriving during the red signal phase and, assuming a worst case -- that an approaching bus is at the very end of this queue -- this bus would be delayed by approximately 10 seconds, when the signal turns green, before being able to proceed straight through the intersection. Given that the bus would not always be at the back of the queue, and that there would be many occasions when the bus would arrive after the right-turn queue had already cleared, the average delay to an approaching bus would be 5 seconds.

If the road were to be widened to create a right-turn lane adjacent to the bus-only lane, this delay could be eliminated. However, Allen Road is already seven lanes wide and will be widened to accommodate the proposed new southbound bus-only lane, with its adjacent curbs. In view of the relatively low interference to buses from right-turning traffic, and given the very high priority that was given in this EA study to avoiding road widenings wherever practical, there should be no further widening of Allen Road for an additional right-turn lane.

October 13, 2004
11-55/84-51

Attachment: Exhibit 1

