



**STAFF REPORT
ACTION REQUIRED**

**“Kiss ‘N’ Ride” Zone at Royal York Subway Station –
Parking and Traffic Regulations**

Date:	August 22, 2007
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	p:\2007\Cluster B\TRA\EtobicokeYork\eycc070117-to – AFS5374

SUMMARY

The purpose of this report is to authorize the dedication, construction and regulation of a new public lane south of the Royal York subway station and north of the existing laneway north of Bloor Street West. This laneway will extend from the east side of Royal York Road on the north side of the existing laneway, and will operate as a passenger pick-up/drop-off or “Kiss ‘N’ Ride” zone for the Royal York subway station.

The creation of an off-street (i.e. off of Royal York Road) designated “Kiss ‘N’ Ride” zone at the Royal York subway station was recommended in a road safety audit conducted for the reconstruction of Royal York Road from Mimico Creek to Ashley Road. The proposed standing/stopping prohibitions and designated one-way street operation are required in order for the pick-up/drop off zone to operate effectively and efficiently.

Staff of the Toronto Transit Commission (TTC) are in full support of the establishment of the Kiss ‘N’ Ride Zone.

Since this proposal impacts on TTC facilities and involves the dedication of lands for public lane purposes, City Council approval is required.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. The dedication of Part 1 and 2 on Sketch No. PS-2007-163 for public lane purposes;

2. The construction of a laneway, varying in width from 4.0 metres to 5.5 metres, generally as shown on DWG. No. EY07-157 dated June 2007, (Attachment No. 2).
3. The installation of a “No Standing Anytime” prohibition on the south and west sides of the laneway to be constructed south of the Royal York subway terminal between Royal York Road and the first laneway north of Bloor Street West;
4. The installation of a “No Stopping Anytime” prohibition on the north and east sides of the laneway to be constructed south of the Royal York subway terminal between Royal York Road and the first laneway north of Bloor Street west; and
5. A one-way eastbound designation for the laneway to be constructed south of the Royal York subway terminal between Royal York Road and the first laneway north of Bloor Street West.

Financial Impact

The funds to cover the cost of the construction of the lane/proposed pick-up – drop-off facility in the estimated amount of \$160,000.00 are available in Capital Account Nos. CTP306-01-36, CUR-035-01 and CUR-043-01. Funds to cover the cost of the signage and pavement markings, in the estimated amount of \$1500.00, are available in the Transportation Services Operating Budget.

ISSUE BACKGROUND

In conjunction with the reconstruction of Royal York Road from Mimico Creek to Ashley Road, Transportation Services commissioned a road safety audit on this segment of roadway to provide a formal and independent safety performance review of an existing roadway for a new road transportation project.

The firm of iTRANS Consulting was retained by the City to conduct the road safety audit. The objectives of a road safety audit are to minimize the frequency and severity of preventable collisions, consider all collision mitigation measures that may eliminate or reduce identified safety problems; and minimize potential negative safety impacts beyond the project limits that may inadvertently increase the collision risk elsewhere on the road network.

With respect to the section of Royal York Road in the area of the TTC Royal York subway station, between Bloor Street West and Birchview Boulevard West, the road safety audit identified a number of safety concerns including conflicts with bus operations and through/turning traffic, conflicts with taxi operations, low compliance with existing northbound and southbound “No U – turns”, “No Stopping” and “No Standing” prohibitions. Another safety concern identified was the high number of pedestrians J-walking across Royal York Road, the majority of these pedestrian movements being generated by pick-ups/and drop-offs of subway users on the west side of Royal York Road, opposite the Royal York subway station.

The countermeasure proposed in the safety audit and supported by staff is to incorporate an off-street (i.e. off of Royal York Road) “Kiss ‘N’ Ride” area to provide convenient access for pick-up and drop-off at the subway station. A portion of City owned property located between the south (outbound only) bus driveway access from the Royal York subway station and the laneway north of Bloor Street West was declared surplus by the TTC and jurisdictionally transferred to the City of Toronto. Specifically, the Commission at its meeting of September 21, 2005, declared surplus the portion of the Royal York Subway Station Property as shown and identified as Parcel 1 and 2 on the attached Drawing No. PS-2007-163 (Attachment No. 4), for the purpose of constructing a Passenger Pick-Up and Drop-Off Facility. Subsequently the Property Management Committee at its meeting of April 16, 2007, recommended that Parts 1 and 2 be jurisdictionally transferred to Transportation Services for dedication for public lane purposes.

A public laneway will be constructed on this strip of property and will extend between Royal York Road and the existing laneway north of Bloor Street West. The “Kiss ‘N’ Ride” zone will be located in a lay-by on the south side of the new laneway. In order to apply the appropriate regulatory measures, the lands need to be dedicated as a public lane.

A Map of the area is Attachment No. 1; Maps 2 and 3 depict the proposed “Kiss ‘N’ Ride” zone and proposed traffic regulations; Map No. 4 depict lands to be dedicated as public lane.

COMMENTS

The proposed “Kiss ‘N’ Ride” zone (see Attachment No. 2 & 3 for design) will consist of a 3.0 metre wide through lane and a 2.4 metre wide vehicle lay-by. Vehicle passengers will step out onto a 1.1 metre wide concrete strip and follow a 1.5 metre wide sidewalk to Royal York Road. Vehicle access to the drop-off/pick-up lane will be from an entrance off the east side of Royal York Road; and, the zone will operate as one-way eastbound. Pedestrian access will be via of a new sidewalk connection westerly to Royal York Road and easterly via new sidewalk through the parking lot to Willingdon Boulevard.

Motorists will exit the drop-off/pick-up zone via an access to the public laneway north of Bloor Street West. This laneway currently operates as one-way eastbound.

Due to very restrictive physical constraints and to provide minimum safe clearances for pedestrians and vehicles, the optimized design for the drop-off/pick-up lane results in the need to replace up to 14 existing trees by planting approximately 50 new trees of 60 to 70mm caliper in adjacent available areas. Locations for replacement tree planting have been identified jointly with City Forestry and the TTC as follows:

- a) The strip of land on the north side of the TTC station between the bus access driveway and the north TTC property line (potential for 4 new trees).

- b) Boulevard areas in front of the TTC Grenview Station entrance (potential for 4 new trees).
- c) The northeast corner of Royal York Road and Government Road within the ramp area for Dundas Street West (potential for 8 new trees).
- d) Available boulevard areas on Royal York Road north and south of Bloor Street West.
- e) Available boulevard areas on Willingdon Boulevard and other side streets north of Bloor Street West.
- f) Newly created wider boulevard areas on Royal York Road between Usher Avenue and Government Road.

It is the City's intent to plant the equivalent value of new trees in the potential areas indicated above. Forestry is satisfied the tree removal/replacement issue has been adequately addressed through the provisions of the Toronto Municipal Code, Chapter 813, Article II, 'Trees On City Streets' by-law.

With respect to parking regulations required in the "Kiss 'N' Ride" zone, a No Standing anytime prohibition is recommended on the south and west sides of the laneway to be constructed south of the Royal York subway terminal between Royal York Road and the laneway north of Bloor Street West. In addition, a No Stopping Anytime prohibition is required on the north and east sides of the aforementioned laneway.

Given that the "Kiss 'N' Ride" zone is designed to operate in an eastbound direction, staff also recommends that a one-way eastbound street operation be designated for the laneway to be constructed south of the Royal York Subway Station between Royal York Road and the existing laneway north of Bloor Street West.

The proposed development of the "Kiss 'N' Ride" at the Royal York Subway Station, will address the issues raised by the road safety audit, originally conducted in the planning for the reconstruction of Royal York Road.

TTC staff has been advised of these recommendations and have not objected to their implementation.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment No. 1:	Map – Area
Attachment Nos. 2 & 3:	Maps – Proposed Kiss n’ Ride Zone & proposed Traffic Regulations
Attachment No. 4:	Property Information Sheet