



**STAFF REPORT
ACTION REQUIRED**

Road Alterations - Bay Street and Harbour Street

Date:	June 18, 2008
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Toronto Centre-Rosedale, Ward 28
Reference Number:	Ts08006te.top.doc

SUMMARY

Transportation Services is seeking authority from City Council to realign the curbs and slightly narrow the roadways on both the Bay Street and Harbour Street frontages of No. 33 Bay Street, located at the northeast corner of this intersection. This will enable streetscape improvements to be incorporated in conjunction with adjoining sidewalk/boulevard work to enhance the pedestrian environment. A reduction of the length of the median island on Harbour Street, west side, at Bay Street is also requested to provide a wider pedestrian crosswalk on the west side of this intersection.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. Narrowing Bay Street, east side, from Harbour Street to the F.G. Gardiner Expressway on-ramp, generally as shown on the attached print of Drawing No. 421F-9324, dated June 2008.
2. Narrowing Harbour Street, north side, easterly from Bay Street, generally as shown on the attached print of Drawing No. 421F-9323 dated June 2008.
3. Modifying the existing median on Harbour Street, west of Bay Street, generally as shown on the attached print of Drawing No. 421F-9323 dated June 2008.

Financial Impact

The curb realignments on Bay Street and Harbour Street will be undertaken by Pinnacle International (Bay Street) Ltd., the developer of No. 33 Bay Street, in conjunction with the sidewalk/boulevard work required as part of the project. The modification to the median island in the estimated amount of \$15,000.00 will be carried out with funds previously secured through development agreements.

ISSUE BACKGROUND

As part of the development approval process for No. 33 Bay Street, several enhancements were identified on Bay Street and on Harbour Street to improve the pedestrian environment on these roadways.

These proposed works are part of a number of initiatives being undertaken in the Lower Yonge Street and Bay Street area in connection with residential development.

COMMENTS

Existing Conditions

Bay Street, between Harbour Street and Lake Shore Boulevard West, is a four-lane arterial roadway with left-turn lanes provided northbound at Lake Shore Boulevard West and southbound at Harbour Street. The Toronto Transit Commission operates Bay Bus Route 6 and runs between Queen's Quay and Dupont Street. Daily traffic volumes are in the 20,000 vehicle range. There is an on-ramp to eastbound F. G. Gardiner Expressway from northbound Bay Street, just north of Harbour Street.

Proposed Road Alterations

A number of improvements to the pedestrian environment are proposed along Bay Street, from Queens Quay to Front Street in conjunction with the approval of the Site Plan associated with No. 33 Bay Street. Transportation Services staff are requesting approval at this time to carry out roadway modifications at 3 locations: Bay Street, east side north of Harbour; on Harbour Street, north side east of Bay Street; and on Harbour Street at the median island from the F. G. Gardiner Expressway eastbound off-ramp to Bay Street.

Modification to Bay Street, East Side, North of Harbour Street

One component of that plan is to improve the Bay Street crossing environment for pedestrians in the vicinity of the F. G. Gardiner Expressway eastbound on-ramp. The proposal is to pull out the curb as much as feasible to provide improved streetscaping/pedestrian space as well as to alter the configuration of the eastbound on-ramp to the F. G. Gardiner Expressway, from a high-speed entry to a more constrained turning movement. It is hoped that the more constrained turn will help to slow vehicles speeds, thus enhance pedestrian safety.

Presently, there are three northbound lanes, of which the most easterly lane provides access to the eastbound ramp. To improve this condition for pedestrians the easterly curb line of Bay Street will be moved slightly to the west resulting in only two northbound lanes on Bay Street in the vicinity of the ramp with slightly reduced widths. Consequently, the northbound right turn lane from Bay Street to the ramp will be eliminated. The Bay Street narrowing will range from approximately 2 metres near the ramp and taper to match the east curb at Harbour Street.

Transportation Services staff evaluated the impact of reducing Bay Street from three to two lanes in the vicinity of the ramp. From an operational safety perspective, this change will direct traffic into two northbound lanes including a combined through/right-turn lane to calm traffic and reduce the speed of vehicles entering the F. G. Gardiner Expressway ramp. Motorists accessing the ramp could experience a slight delay. The impacts to the signal operation on Bay Street and Harbour Street should be negligible.

Further, it should be noted that the proposed narrowing of Bay Street will not compromise the introduction of bicycle lanes in the future.

Modification to Harbour Street, North Side, East of Bay Street

The curb line on the northeast corner of the Harbour Street/Bay Street intersection will also undergo changes. The intention is to relocate the north curb southerly thereby increasing the storage area for pedestrians. The new built-out curb line will also serve as a visual reminder to eastbound motorists not to proceed straight through the intersection from the left-turn lane on Harbour Street. The developer has constructed an interim curb relocation along the proposed alignment. The proposed alteration will replace the interim treatment to a permanent treatment to City standards.

Modification to the Median Island – F. G. Gardiner Expressway Eastbound Off-ramp to Bay Street

The median island from the F. G. Gardiner Expressway eastbound off-ramp on the west side of Bay Street at its signalized intersection with Harbour Street extends into the crosswalk. The removal of that part of the median will enable pedestrians to cross the F. G. Gardiner Expressway ramp without difficulty.

The proposed improvements should result in a more comfortable and improved environment for pedestrians.

CONTACT

Vince Suppa, Traffic Engineer/Planner
Traffic Operations, Toronto and East York District
Telephone: (416) 392-1559; Fax: (416) 392-1920; e-mail: vsuppa@toronto.ca

SIGNATURE

Andrew Koropeski, P. Eng.
Director, Transportation Services

ATTACHMENTS

Drawing Nos. 421F-9323 and 421F-9324, dated June 2008

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