



**STAFF REPORT
ACTION REQUIRED**

**Alternate Sources of Funds – Pedestrian Promenade
Plans for Simcoe Street and Lower Jarvis Street**

Date:	April 29, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 20 Toronto Centre-Rosedale, Ward 28
Reference Number:	Ts09094te.top.doc

SUMMARY

Transportation Services is responding to a request from Toronto and East York Community Council to report on alternative means of funding by the end of 2009 for both intersection improvements at Lake Shore Boulevard West and Lower Simcoe Street as proposed in the Simcoe Street Pedestrian Promenade Plan, and intersection improvements at Lake Shore Boulevard East and Lower Jarvis Street, as proposed in the Lower Jarvis Street Pedestrian Promenade Plan.

If funds are not available from Section 37 monies provided by development for the improvements identified in each of these promenade plans, funds will need to be allocated from the Transportation Services Capital Budget. Since construction of the intersection improvements at the intersection of Lake Shore Boulevard West and Lower Simcoe Street is not feasible until 2010, it is possible to include these improvements in the Transportation Services 2010 Capital Budget under the Safety and Operational Improvement Programme. The addition of the pedestrian crosswalk on the west side of the intersection of Lake Shore Boulevard East and Lower Jarvis Street will be accommodated within the Transportation Services 2009 Capital Budget. It is unlikely that the installation of a traffic control signal for pedestrians on the westbound on-ramp from Lower Jarvis Street to the Gardiner Expressway could be completed in 2009, so the funds for this signal could be included in the Transportation Services 2010 Capital Budget for new signal installations.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council approve, subject to funds not being available from Section 37 development monies in 2009 and 2010:

1. Intersection improvements, in the amount of \$280,000, at Lake Shore Boulevard West and Simcoe Street, as approved in the Simcoe Street Pedestrian Promenade Plan, be included in the 2010 Transportation Services Capital Budget submission as part of the Safety and Operations Improvement Programme.
2. Installation of a traffic control signal for pedestrians, in the amount of \$120,000, on the westbound on-ramp from Lower Jarvis Street to the Gardiner Expressway be included in the 2010 Transportation Services Capital Budget Submission as part of the New Signals Programme.

Financial Impact

Funds in the amount of \$50,000 for pedestrian crosswalks will be accommodated within the approved 2009 Transportation Capital Budget. Funds for intersection improvements at Lake Shore Boulevard West / Simcoe Street in the amount of \$280,000 and funds for a new signal in the amount of \$120,000 will be included as part of the 2010 Transportation Services Capital Budget later this summer as part of the Safety and Operations Improvement Programme and New Traffic Signal Programme, respectively.

DECISION HISTORY

At its meeting on March 26, 2009 Toronto and East York Community Council, when considering Item TE24.8, entitled “Simcoe Street Pedestrian Promenade Plan, Queen Street West to Queens Quay West”, directed the Director of Transportation Services, Toronto and East York District, to report to the May 14, 2009 meeting of the Toronto and East York Community Council on providing alternative means of funding by the end of 2009 for the removal of the right turn channels at the southwest and northeast corners of Lower Simcoe Street and Lake Shore Boulevard West (to be completed by the end of the summer 2009).

Also at its meeting on March 26, 2009 Toronto and East York Community Council, when considering Item TE24.9 entitled, “Lower Jarvis Street Pedestrian Promenade Plan, Front Street East to Queens Quay East”, directed the General Manager, Transportation Services to report to the Toronto and East York Community Council on May 14, 2009, on providing alternative means of funding by the end of 2009 for the installation of a new pedestrian crossing within the west leg of the Lower Jarvis Street/Lake Shore Boulevard East intersection (as identified in the Lower Jarvis Street Pedestrian Promenade Plan Report, dated March 6, 2009).

COMMENTS

Transportation Services has considered these requests to provide alternative sources of funding for the recommended improvements contained in each of these promenade plans. If Section 37 monies are not available to complete the proposed intersection

improvements, funds would be provided from the Transportation Services Capital Budget. The details of the anticipated costs, the budget impacts, and the feasibility of completion in 2009 are discussed below.

Recommended Improvements

The Simcoe Street Pedestrian Promenade Plan contains proposed improvements to the Lake Shore Boulevard West and Lower Simcoe Street intersection. These improvements include the removal of the westbound to northbound right-turn channel on the northeast corner of the intersection, removal of the eastbound to southbound right-turn channel on the southwest corner of the intersection, modification of the curb radius on the north west corner of the intersection, cutting back the median on the east side of the intersection, and provision of 4-metre wide, zebra-striped pedestrian crosswalks. The estimated cost for the improvements at this intersection is \$277,000.

The Lower Jarvis Street Pedestrian Promenade Plan contains proposed improvements to the Lake Shore Boulevard East and Lower Jarvis Street intersection. These improvements include the addition of a pedestrian crosswalk on the west side of the intersection and 4-metre wide, zebra-striped pedestrian crosswalks. The estimated cost for the improvements at this intersection is \$50,000.

In addition to the proposed improvements, the Toronto and East York Community Council recommended that City Council authorize Transportation Services to install a traffic control signal for pedestrians on the westbound on-ramp from Lower Jarvis Street to the Gardiner Expressway by the end of 2009. Transportation Services is currently working on the design for this installation, but preliminary estimates indicate a cost of approximately \$120,000.

Feasibility of Construction in 2009

Transportation Services staff, in consultation with staff of Technical Services, have assessed the feasibility of completing, in 2009, the proposed intersection improvements at both the Lake Shore Boulevard West and Lower Simcoe Street intersection and the Lake Shore Boulevard East and Lower Jarvis Street intersection, given available funding.

The proposed improvements at the intersection of Lake Shore Boulevard West and Lower Simcoe Street require a detailed design, tendering of the work, and construction. Given current workload and program priorities, it is foreseeable that design would not commence until late fall/early winter 2009 with construction in late summer 2010 contingent on major street event schedules. This location has high traffic volumes and careful coordination is required with events at the major venues in the area. A significant effort is required by project managers and designers to coordinate utility and traffic signal relocations with third parties.

In addition, on the northwest corner of the intersection, work is ongoing for the construction of a “Deep Lake Cooling” access shaft by Enwave Construction. Reconfiguration of the right-turn channel at this location cannot be completed until this ongoing construction is complete.

At Lake Shore Boulevard East and Lower Jarvis Street, it would be feasible to add a pedestrian crosswalk on the west side of the intersection and zebra-striping on all of the pedestrian crosswalks, if funds were provided in 2009.

The installation of a traffic control signal for pedestrians on the westbound on-ramp from Lower Jarvis Street to the Gardiner Expressway requires a detailed design, tendering of the work, and installation. There are issues that need to be worked out with the operation of this signal in conjunction with the intersection of Lake Shore Boulevard East and Lower Jarvis Street, and also the close proximity of the railway underpass. If funds were provided, it is unlikely that this work could be completed in 2009, given the current workload and priorities.

The installation of the traffic control signal on the westbound on-ramp from Lower Jarvis Street to the Gardiner Expressway could be included in the Transportation Services 2010 Capital Budget for new signal installations. Subject to availability of funds within this programme, the requested signal could be installed in 2010.

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SIGNATURE

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