



STAFF REPORT INFORMATION ONLY

Staff Review of Waterfront Toronto's Proposed Sale and Lease of City Lands for Waterfront Revitalization-Bayside

Date:	August 23, 2010
To:	City Council
From:	Deputy City Manager Richard Butts
Wards:	28
Reference Number:	P:\2010\Cluster B\wf\cc10007

SUMMARY

This report responds to issues raised by Toronto Transit Commission (TTC) staff in regard to a second signalized intersection to service the Bayside development.

Financial Impact

There are no financial implications associated with this report.

DECISION HISTORY

At its August 16, 2010 meeting, Executive Committee recommended that City Council adopt the recommendations from the August 10, 2010 report of the Deputy City Manager regarding Waterfront Toronto's (WT's) proposed Bayside transaction. Committee also adopted the following motion:

“That Deputy City Manager Richard Butts be requested to arrange a further meeting between the Toronto Transit Commission, Waterfront Toronto and Transportation Services to work on the traffic light(s) issue and submit a report directly to City Council on August 25, 2010.”

COMMENTS

The meeting requested by Committee took place on August 18, 2010. TTC staff continued to express concern with a second signalized intersection to service the Bayside lands, the cumulative impact of additional signalized intersections on Queens Quay and the resulting impact on transit service levels. In addition, TTC staff tabled an alternate proposal for a single intersection servicing the Bayside development. The comments of City staff follow.

Impact of Second Signalized Intersection

City staff's view is that the impact of a second intersection from a transit perspective is negligible. In comparison to the approved Queens Quay Revitalization EA, the introduction of a second signalized intersection at Bayside results in an additional 3.1 seconds westbound and 2.7 seconds eastbound in transit travel times, and a reduction in transit travel speeds of 0.2 km/h on average. This is well within the normal daily variability of transit travel times and speeds, and would not be noticeable. This lack of impact is attributable in part to the splitting of vehicular turning movements between the two intersections rather than a single intersection with full turning movements.

Future Service Levels on Queens Quay

Through the Queens Quay Revitalization EA and East Bayfront Transit EA, issues around future transit service levels were thoroughly vetted. Of the 18 proposed intersections between Spadina Ave. and Parliament St., only 12 affect transit operations. Each of these 12 intersections has been aggressively optimized through a transit priority algorithm that will improve transit speed and reduce variability. The average spacing between the 12 intersections is over 200 metres. This is comparable to both the St. Clair and Spadina transit lines. However, while spacing is comparable to other lines in the city, the transit priority algorithm proposed for the Queens Quay line would increase its efficiency. Based on modelling results, staff anticipate that the Queens Quay line should be faster than other transit lines in the City today.

Transit innovations implemented along Queens Quay were found to increase average transit speeds to 17.1 km in the westbound and 20.2 km in the eastbound direction. These speeds meet the targets set in the March 2007 TTC-TWRC Waterfront Transit EAs Demand Forecasting Report undertaken by the TTC as a precursor to the East Bayfront Transit EA. The March 2007 report was based on the travel demand forecasts from the Central Waterfront Secondary Plan. Of equal importance is that the redesign of Queens Quay satisfies other Secondary Plan objectives including excellence in the pedestrian and cycling experience and quality of public realm.

Finally, City Transportation staff advise that Queens Quay operates primarily as a self-contained system given its unique placement between the Gardiner/Lake Shore corridor and Lake Ontario. Unlike other LRT lines in the City, the Queens Quay line is not part of a system of crossing north/south transit routes and major arterial roadways that must be

accommodated. This minimizes the risk associated with piloting a new algorithm for traffic operations and will likely be a factor in its success.

Single Bayside Intersection with New Lake Shore Blvd. Intersection

TTC staff tabled an alternative to the two intersections for Bayside which would involve the construction of a new north/south road extension between Queens Quay East and Lake Shore Blvd., and a new signalized intersection at the new road and Lake Shore Blvd. Given Lake Shore Boulevard's major role in the city's transportation network, Transportation staff advise that a detailed review would be required to introduce a new intersection. This would include justification for a signalized intersection with full movements to Lake Shore and an assessment of the impact on Lake Shore Boulevard long term.

Of most significance, however, is that while it may be possible to reduce vehicular queuing in the Bayside site by a new intersection at Lake Shore Blvd., this would not adequately eliminate queuing for 2 million square feet of development. WT's analysis indicates that queuing of between 16-25 cars during peak periods can be anticipated at this intersection, resulting in significant negative impacts including potential queuing exceeding the length of roadway in the development. Accordingly, a second intersection would still be required.

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SIGNATURE

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