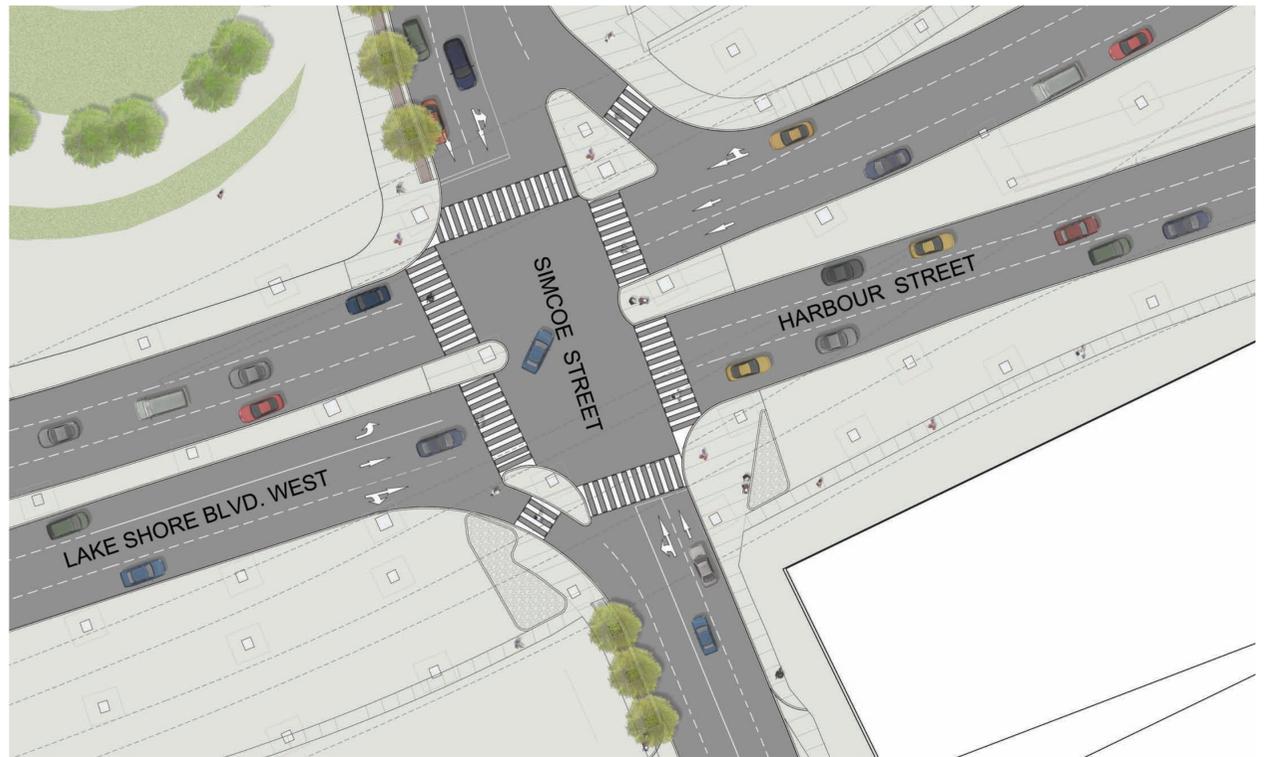


# Attachment 5 - Lane Configurations

## EXISTING CONDITION

### Simcoe Street Intersection

- » Existing ramp is elevated above the Simcoe Street intersection, adjacent to the eastbound Rees Street ramp.
- » The existing ramp is approximately three stories above grade.
- » Right turn channels exist at Simcoe Street for both the eastbound and westbound traffic from Lake Shore Boulevard West.



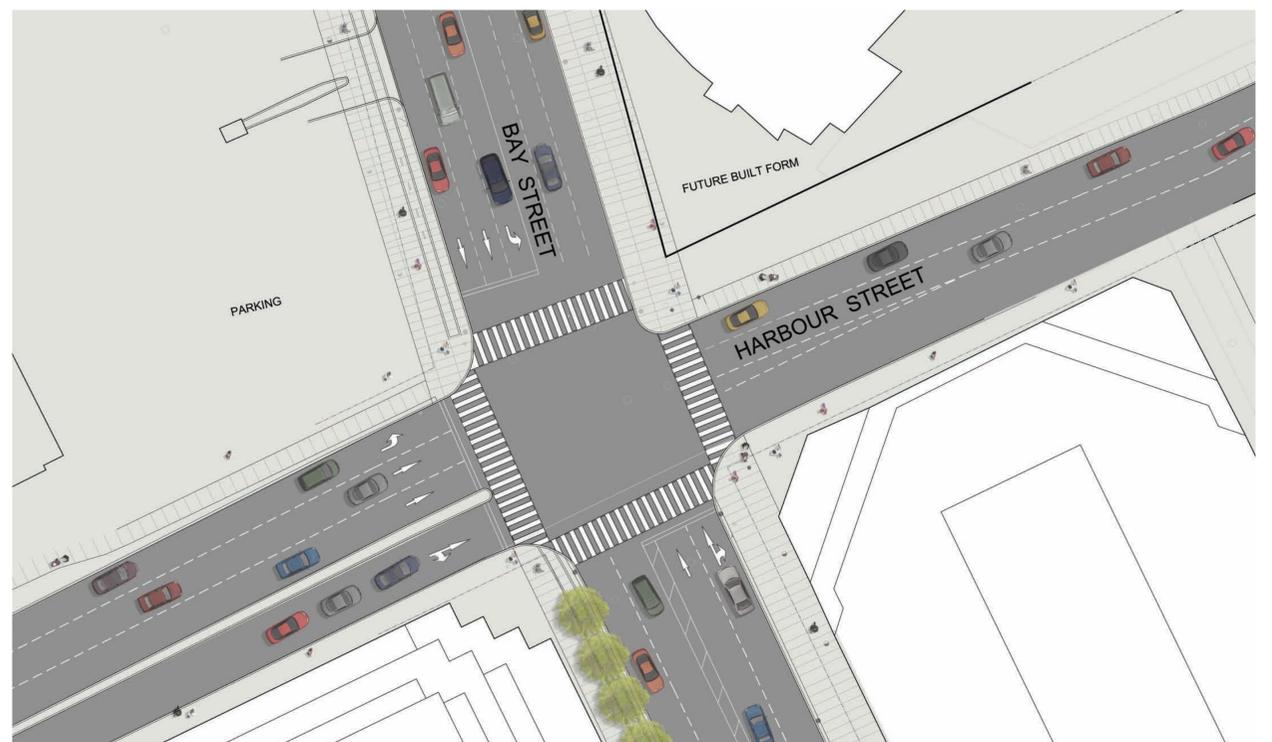
### York Street Intersection

- » Existing ramp splits at York Street.
- » York Street traffic circles through the York Park and merges with York Street and Harbour Street.
- » Eastbound ramp traffic continues to Bay Street.
- » A right turn channel exists for eastbound vehicles, complicating the pedestrian crossing on the east side of York Street.



### Bay Street Intersection

- » Existing ramp comes to grade at Bay Street.
- » No left turns from ramp to Bay Street.
- » No right turns from Harbour Street to Bay Street.

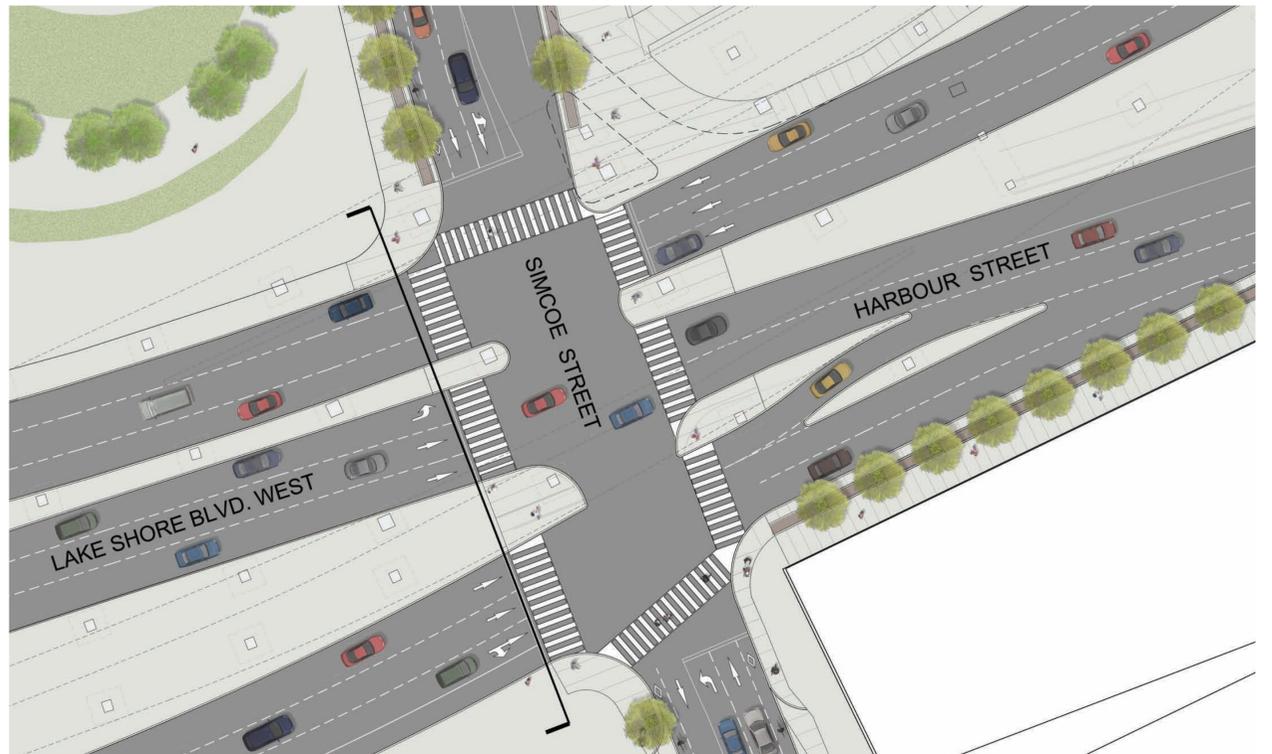


# Attachment 5 - Lane Configurations

## OPTION 2: SIMCOE RAMP - PREFERRED

### Simcoe Street Intersection

- » New ramp touches down at Simcoe Street within existing public right-of-way.
- » Left turns prohibited off ramp, but now possible at York Street and Bay Street.
- » Possible streetscape improvements on southside of parking garage.
- » Improved vehicular access to waterfront.
- » Increased north-south pedestrian crossing distance.



### York Street Intersection

- » Ramp removed from intersection and park site.
- » Full vehicular turning movements provided.
- » Improved pedestrian and cycling conditions.
- » Retain existing property access.
- » Best possible opportunities for redevelopment sites.



### Bay Street Intersection

- » Ramp removed from intersection.
- » Full vehicular turning movements provided.
- » Off-peak parking lane.
- » Improved pedestrian and cycling conditions.
- » Heightened opportunity for streetscape improvements on Harbour Street.

