

Streetcar Loading Platforms and Traffic Control Signals – Bathurst Street and Niagara Street

Date:	May 17, 2013
To:	Toronto and East York Community Council
From:	Acting Director, Transportation Services, Toronto and East York District
Wards:	Trinity-Spadina, Wards 19 and 20
Reference Number:	Ts2013116te.top.doc

SUMMARY

Transportation Services is requesting approval from City Council to install streetcar loading platforms on Bathurst Street at Niagara Street. The existing transit stops at Wellington Street West and at Front Street West will be relocated to this intersection. Additionally, the existing mid-block traffic control signals on Bathurst Street, 35 metres north of Niagara Street, will be relocated to the intersection of Bathurst Street and Niagara Street. These changes are required to accommodate the TTC's new fully accessible low-floor streetcars.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve the installation of streetcar loading platforms on Bathurst Street, north and south of Niagara Street, generally as shown on Drawing No. 421G-1043, dated April 2013, attached to the May 17, 2013 report entitled "Streetcar Loading Platforms and Traffic Control Signals – Bathurst Street and Niagara Street", from the Acting Director, Transportation Services, Toronto and East York District.
2. City Council approve the relocation of the mid-block pedestrian traffic signal on Bathurst Street, 35 metres north of Niagara Street, to the intersection of Bathurst Street and Niagara Street, coincident with the installation of streetcar loading platforms.
3. City Council approve the designation of a safety zone on the west side of Bathurst Street, immediately north of Niagara Street, and on the east side of Bathurst Street,

immediately south of Niagara Street, coincident with the installation of streetcar loading platforms.

Financial Impact

All costs associated with the installation of the streetcar loading platforms on the east and west sides of Bathurst Street at Niagara Street, as well as the relocation of the mid-block pedestrian traffic signal to the intersection of Bathurst Street and Niagara Street, are the responsibility of the Toronto Transit Commission (TTC).

ISSUE BACKGROUND

TTC is preparing to use their new low-floor streetcars in regular service soon. To accommodate these streetcars, TTC is proposing to consolidate their existing transit stops and install streetcar loading platforms at the intersection of Bathurst Street and Niagara Street. In conjunction with this work, the mid-block pedestrian signal, located between Niagara Street and Wellington Street West, will be relocated to this intersection.

COMMENTS

Bathurst Street is a major arterial roadway on which the TTC operates their 511 Bathurst streetcar route on a shared right-of-way. Transit stops are presently provided on Bathurst Street, at Front Street West, and at Wellington Street West. There are no streetcar loading platforms at these transit stops and patrons must enter the travelled portion on Bathurst Street to use the streetcar.

TTC is proposing to install streetcar loading platforms on Bathurst Street at Niagara Street. The new platforms will be 2.4 metres wide and 45 metres long. The platforms will accommodate TTC's new low-floor streetcars, which are longer than the streetcars currently in use. Further, new streetcars will be fully accessible and 2.4 metre wide streetcar loading platforms will be required. This proposal will result in the elimination of the existing transit stops at Front Street West and at Wellington Street West and will provide a safer environment for all customers boarding and alighting streetcars. TTC advises that construction on this project should begin in the fall of this year.

The pavement width on Bathurst Street, between Queen Street West and Front Street West, is 18.1 metres. This width will accommodate the construction of the streetcar loading platforms and still maintain a four-lane cross-section on Bathurst Street. There will be minimal improvements to vehicular traffic on Bathurst Street, as motorists in the curb lanes will no longer have to stop behind loading streetcars.

In order to provide a safer environment for pedestrians accessing the platforms and/or crossing Bathurst Street, as well as vehicular traffic exiting Niagara Street, it is recommended that the mid-block pedestrian signal located between Niagara Street and Wellington Street West be relocated to Bathurst Street and Niagara Street where it will function as a full traffic signal. Previous studies have disclosed that the installation of traffic control signals at the intersection of Bathurst Street and Niagara Street is technically justified.

Councillors Vaughan and Layton have requested that staff monitor traffic volumes on Niagara Street to assess the impact resulting from the installation of traffic control signals at Bathurst Street. In the event this review determines traffic volumes have increased significantly on Niagara Street, further traffic control measures such as turn prohibitions may be considered.

As with other signalized intersections on Bathurst Street, signal transit priority will be installed at the proposed signalized intersection. This feature will assist the 511 Bathurst streetcars in clearing this intersection more efficiently.

This proposal will not result in any changes to the total number of parking spaces in this area on Bathurst Street. Any losses resulting from the installation of the streetcar loading platforms will be recovered when the mid-block traffic control signal is relocated.

Both Fire Services and Emergency Medical Services have advised they have no objections to this project. Councillors Vaughan and Layton have been advised about this proposal.

CONTACT

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SIGNATURE

Jacqueline White, P.Eng.
Acting Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

(1) Drawing No. 421G-1043, dated April 2013

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