



STAFF REPORT ACTION REQUIRED

Wellington Street West and Simcoe Street Redesign and Two-Way Conversion

Date:	April 24, 2014
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Trinity-Spadina, Ward 20; Toronto Centre-Rosedale, Wards 27 and 28
Reference Number:	P:\2014\Cluster B\TRA\Toronto and East York District\TOP\PW2014055te.top.doc

SUMMARY

The report in response to City Council's direction for the General Manager, Transportation Services to report back to the Public Works and Infrastructure Committee on Project 12 (Wellington Street and Simcoe Street Redesign and Two-Way Conversion) of the "Downtown Transportation Operations Study – Final Report" by June 30, 2014.

Specifically, this report will summarize the findings of the feasibility study performed by Transportation Services on converting Simcoe Street to a two-way street from Front Street West to Queen Street West, and converting Wellington Street West to a two-way street from University Avenue to Spadina Avenue, with an appropriate approach to the Clarence Square ring road, and the potential for bike lanes.

It is expected that implementing the recommendations will improve traffic operations and better manage congestion in the downtown area.

RECOMMENDATIONS

The General Manager of Transportation Services recommends that:

1. City Council endorse Project 12 (Wellington Street and Simcoe Street Redesign and Two-Way Conversion) of the Downtown Transportation Operations Study implementation plan.
2. City Council rescind the one-way regulation on Wellington Street West from Blue Jays Way to John Street.

3. City Council rescind the one-way regulation on Wellington Street West from Simcoe Street to Yonge Street.
4. City Council rescind the one-way regulation on Simcoe Street from Front Street West to Wellington Street West.
5. City Council approve the amendments to traffic and parking regulations outlined in Attachments 3 and 4, attached to the April 24, 2014 report from the General Manager, Transportation Services entitled "Wellington Street West and Simcoe Street Redesign and Two-way Conversion".

FINANCIAL IMPACT

The costs associated with implementing two-way operation on Simcoe Street, between Front Street and Wellington Street, is \$27,500, which includes \$6,500 for signs and pavement markings and \$21,000 for signal modifications. The costs associated with implementing two-way operation on Wellington Street West, between Blue Jays Way and Yonge Street, is \$72,500, which includes \$21,500 for signs and pavement markings and \$51,000 for signal modifications. Therefore, the total estimated costs to implement the recommendations identified within the report are \$100,000.00 and are included in the Transportation Services Division's 2014 Operating Budget and Capital Budget.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council, at its meeting of July 12, 13 and 14, 2011, in considering Item PW5.1 – "Bikeway Network, 2011 Update", among other things, directed staff to report to the September 2011 meeting of Public Works and Infrastructure Committee (PW&I) on a Terms of Reference for an overall transportation operations study in the downtown area.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PW5.1>

Public Works and Infrastructure Committee, at its meeting of August 30, 2011, recommended to City Council that the Terms of Reference for an overall transportation operations study in the downtown area be approved.

<http://www.toronto.ca/legdocs/mmis/2011/pw/bgrd/backgroundfile-40078.pdf>

City Council, at its meeting of September 21 and 22, 2011, adopted the report (Works Committee Report PW7.9) dated August 30, 2011 entitled, "Downtown Transportation Operations Study – Terms of Reference" and the following recommendations, with amendments.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PW7.9>

The Public Works and Infrastructure Committee, at its meeting of April 10, 2013 received the report (PW22.8) entitled "Downtown Transportation Operations Study – Interim Progress Report".

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW22.8>

City Council, at its meeting of October 8, 9, 10 and 11, 2013, adopted with amendment the motion (Member Motion MM39.16) by Councillor Karen Stintz, seconded by Councillor John Parker entitled, "Maintaining Traffic Flow in the Downtown Area".

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.MM39.16>

City Council on December 16, 17 and 18, 2013, adopted the following:

1. City Council endorse the Downtown Transportation Operations Study implementation plan outlined in Attachment 2 to the report (October 29, 2013) from the General Manager, Transportation Services, with the exception of Project 12 "Wellington Street and Simcoe Street Redesign and Two-Way Conversion".
2. City Council approve the amendments to traffic and parking regulations outlined in the revised Attachments 3 and 4 to the supplementary report (December 13, 2013) from the General Manager, Transportation Services.

<http://www.toronto.ca/legdocs/mmis/2013/pw/bgrd/backgroundfile-63958.pdf>

Also, Public Works and Infrastructure Committee, on November 20, 2013, referred Project 12 (Wellington Street and Simcoe Street Redesign and Two-Way Conversion) identified in the report (October 29, 2013) from the General Manager, Transportation Services, together with the following motion, to the General Manager, Transportation Services, for a report back to the Public Works and Infrastructure Committee by June 30, 2014:

1. City Council direct the General Manager, Transportation Services, to convert Simcoe Street to a two-way street from Front Street West to Queen Street West.
2. City Council direct the General Manager, Transportation Services to convert Wellington Street to a two-way street from University Avenue to Spadina Avenue, with an appropriate approach to the Clarence Square ring road, and include in this proposal a capacity and design for potential bike lanes.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW27.13>

ISSUE BACKGROUND

Transportation Services staff completed the Downtown Transportation Operations Study (DTOS) in Fall 2013. The purpose of the study was to identify and address congestion and traffic operations issues in downtown Toronto, and develop a process to assess the numerous transportation initiatives currently underway. This process highlighted the measures that will provide safe and effective transportation in the downtown.

The approved study area (see Attachment 1 – Study Area Map) for the DTOS generally consists of Lake Shore Boulevard/Harbour Street to the south, Bathurst Street to the west, Queen Street East/West to the north and Jarvis Street to the east.

The consultant originally retained to conduct the study (IBI Group) has been working with City of Toronto staff to respond to the further requests from Public Works and Infrastructure Committee related to conversion of portions of Simcoe Street and Wellington Street to two-way operations. This work has been closely coordinated with the Richmond-Adelaide Cycle Track Planning and Design Study – Pilot Project, since the scope of that study has included an assessment of:

- the role and configuration of Simcoe Street between Front Street West and Queen Street West; and
- the demand for bicycle lanes on Wellington Street.

A report from the General Manager, Transportation Services dated April 22, 2014 entitled "Richmond-Adelaide Cycle Track Planning and Design Study – Pilot Project" has also been submitted to Public Works and Infrastructure Committee for consideration that addresses these matters.

COMMENTS

The DTOS Project 12 (Wellington Street and Simcoe Street Redesign and Two-Way Conversion) outlines a plan to convert Wellington Street West, between Blue Jays Way and Yonge Street, and Simcoe Street, between Front Street West and Wellington Street West, from one-way streets to two-way streets to provide for improved traffic circulation (see Attachment 2 – Project Description – Project 12 – Wellington Street and Simcoe Street Redesign and Two-Way Conversion).

On Simcoe Street, the DTOS recommendations included two-way operation between Front Street West and Wellington Street West. Public Works and Infrastructure Committee has requested that the two-way operation be considered further north between Wellington Street West and Queen Street West. In addition, the Richmond-Adelaide Cycle Track Planning and Design Study is recommending that a cycling facility be provided along Simcoe Street, from Queen Street West to Front Street West. This recommendation has been included in our assessment of the Simcoe Street operation.

On Wellington Street West, the DTOS recommended two-way operation from Blue Jays Way to Yonge Street. Public Works and Infrastructure Committee has requested that the review extend

further west to Spadina Road, including Clarence Square, and that the implementation of bicycle lanes be considered.

EVALUATION

Simcoe Street

As outlined in the DTOS Project 12, converting Simcoe Street, between Front Street West and Wellington Street West, to two-way operation would improve traffic circulation and better utilize roadway capacity. Although the DTOS proposal did not contemplate bike lanes at the time, the pavement within this section is wide enough to accommodate bike lanes on both sides of Simcoe Street and to maintain one vehicle lane in each direction. Details of this plan are outlined in the Richmond-Adelaide Corridor Cycle Tracks Planning and Design Study – Pilot Project report.

The assessment of the two-way conversion of Simcoe Street, north of Wellington Street West to Queen Street West, has revealed a number of operational challenges which negate the potential benefits from converting this section of Simcoe Street to a two-way operation.

These challenges are described below:

- **Road Width** – Simcoe Street narrows from 15.9 metres between existing curbs at Front Street West to 13.0 metres on the south side of Wellington Street West. North of Wellington Street West to Queen Street West, the roadway portion of Simcoe Street varies between 10.3 metres and 12.1 metres wide between the existing curbs. The minimum required width for two lanes of traffic, bicycle lanes, and either an exclusive turning lane at intersections or a parking lane, is approximately 13 metres.
- **Cycle Network** – Simcoe Street has been identified as a key part of the cycle network, and therefore, northbound and southbound bicycle lanes are being recommended as part of the pilot project for the Richmond-Adelaide Corridor Cycle Tracks Planning and Design Study.
- **Curbside Activities** – The west side of Simcoe Street between Wellington Street West and King Street West is used as a passenger pick up/drop off, and loading area for Roy Thomson Hall events. This, therefore, results in frequent occupation of the curb lane. Furthermore, a taxicab stand and on-street parking are provided on the west side of Simcoe Street north of King Street West.
- **Vehicular Capacity/Mobility** - Simcoe Street, north of Wellington Street West, is only wide enough to accommodate three lanes of traffic, or two lanes with either curbside activities or bike lanes. Given the importance of the curbside activities for Roy Thomson Hall and local restaurants and hotels, and given that bike lanes are recommended, only one lane in each direction would be possible. This is insufficient to accommodate vehicular traffic demands and turning movements at intersections without a potential increase in congestion and delays. Specifically, with one lane of traffic in each direction on Simcoe Street, it is estimated that vehicle queues on Simcoe Street would routinely extend entire block lengths and beyond during peak periods. Queuing would also likely

result on major intersecting roadways such as King Street West and Wellington Street West as vehicles would be turning left or right into one lane of traffic.

In view of the assessment results, it is not operationally feasible to convert Simcoe Street to a two-way operation between Wellington Street West and Queen Street West. This section of Simcoe should remain one-way southbound and include the corresponding bicycle lanes as they are being recommended in the Richmond-Adelaide Corridor Cycle Tracks Planning and Design Study. However, it is feasible to convert Simcoe Street to a two-way operation, including corresponding bicycle lanes, from Front Street West to Wellington Street West.

Wellington Street West

As proposed in the DTOS Project 12, the conversion of Wellington Street West to a two-way operation from Yonge Street to Blue Jays Way could be implemented to improve traffic circulation and better utilize roadway capacity.

The following details the results of our assessment of the request to include bicycle lanes on Wellington Street with two-way operation:

- **Cycle Network** – Wellington Street West has not been identified as a key part of the cycle network and, therefore, bicycle lanes are not recommended for implementation along Wellington Street West. The exception, however, would be on the section of Wellington Street West between Clarence Square and Blue Jays Way. Peter Street/Blue Jays Way has been identified as a potential future connection to the cycle network, and the provision of bike lanes within this section of Wellington Street West can be accommodated and would provide for improved network continuity between Clarence Square and Blue Jays Way.
- **Road Width** – The road width on Wellington Street West ranges from 12.7 metres to 13.9 metres, and for most of the length is 13.0 metres wide. This is generally sufficient to accommodate two lanes of general traffic in each direction, with the curb lane serving as a through and right-turn lane at intersections, and the median lane serving as a through and left-turn lane at intersections. With bike lanes, one less vehicular lane can be provided.
- **Vehicular Capacity/Mobility** - The conversion of Wellington Street West to two-way operation provides for more flexible traffic operations in the Financial District and the Entertainment District. It also, therefore, provides two-way operation for cyclists, albeit not in dedicated bike lanes. With bike lanes, there is less vehicular capacity, and, therefore, potential for increased congestion and delays.
- **Curbside Activities** – There are a number of hotels on Wellington Street West which generate frequent pick-up and drop-off activities in the curb lane. Furthermore, Wellington Street West and King Street West are frequently used as a staging area for the film industry, which results in one lane of traffic being blocked during those times. These curbside activities could not be accommodated with bike lanes.

In view of the assessment results, Wellington Street West should be converted to two-way operations from Blue Jays Way to Yonge Street, with no separate cycling facilities. A cycling facility should be considered on Wellington Street West between Clarence Square and Blue Jays Way along with the future provision of a cycling facility on Blue Jays Way/Peter Street.

The recommendations for by-law changes related to DTOS Project 12 (Wellington Street and Simcoe Street Redesign and Two-Way Conversion) are contained in this report. The recommendations for by-law changes related to the implementation of cycling facilities on Simcoe Street are contained in the report from the General Manager, Transportation Services, dated April 22, 2014, entitled "Richmond-Adelaide Cycle Track Planning and Design Study – Pilot Project".

Consultation with various stakeholders regarding most of the proposed operational changes were primarily conducted through the DTOS and the Richmond-Adelaide Cycle Track Planning and Design Study. Stakeholders such as the Toronto Association of Business Improvement Areas (TABIA) and Entertainment District BIA were consulted on the expanded scope of the extension of the two-way conversion on Simcoe Street between Wellington Street West and Queen Street West.

IMPLEMENTATION SCHEDULE

The recommended operational changes to Simcoe Street and Wellington Street West can begin in the summer of 2014 and will be co-ordinated with any Capital Works projects such as the scheduled resurfacing of Simcoe Street in the summer of 2014.

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SIGNATURE

Stephen Buckley, General Manager
Transportation Services Division

ATTACHMENTS

Attachment 1 – Study Area Map

Attachment 2 – Project Description – Project 12 – Wellington Street and Simcoe Street Redesign and Two-Way Conversion Project Descriptions

Attachment 3 – By-laws to be rescinded

Attachment 4 – By-laws to be enacted

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Attachment 3

By-laws to be rescinded

Stop Intersections

<u>Intersection</u>	<u>Stop Street or Highway</u>
John Street and Wellington Street West	John Street
Peter Street and Wellington Street West	Peter Street
Wellington Street West and Peter Street	Wellington Street West

No Parking

<u>Highway</u>	<u>Side</u>	<u>Between</u>	<u>Prohibited Times and/or Days</u>
Wellington Street West	North	A point 45.5 metres west of Bay Street and Yonge Street	Anytime
Wellington Street West	North	Blue Jays Way and a point 136.5 metres west of Bay Street	Anytime
Wellington Street West	North	Yonge Street and a point approximately 77 metres east of John Street	Anytime
Wellington Street West	South	A point 48 metres east of Clarence Square and University Avenue	Anytime
Wellington Street West	South	Clarence Square and a point 37 metres east	Anytime
Wellington Street West	South	Yonge Street and a point 78 metres west	Anytime
Wellington Street West	South	A point 116 metres west of Yonge Street and a point 58 metres west of Bay Street	Anytime
Wellington Street West	South	A point 196 metres west of Bay Street and York Street	Anytime
Wellington Street West	South	A point 45 metres east of Simcoe Street and University Avenue	Anytime
Wellington Street West	South	Windsor Street and a point 33 metres west	Anytime

Simcoe Street	East	Station Street and a point 83 metres south of Wellington Street West	Anytime
Simcoe Street	West	Station Street and a point 83 metres south of Wellington Street West	Anytime

No Stopping

<u>Highway</u>	<u>Side</u>	<u>Between</u>	<u>Prohibited Times and/or Days</u>
Wellington Street West	North	A point 45.5 metres west of Bay Street and Yonge Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Wellington Street West	North	A point 45.5 metres west of Bay Street and a point 136.5 metres west of Bay Street	Anytime
Wellington Street West	North	Blue Jays Way and a point 15 metres west	Anytime
Wellington Street West	North	A point 52.5 metres west of Blue Jays Way and a point 27.5 metres further west	Anytime
Wellington Street West	North	Blue Jays Way and John Street	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Wellington Street West	North	Clarence Square and a point 80 metres west of Blue Jays Way	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Wellington Street West	North	A point 152 metres west of Simcoe Street and John Street	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Wellington Street West	North	Simcoe Street and a point 141 metres west	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Wellington Street West	North	Simcoe Street and a point 136.5 metres west of Bay Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri. Sun. and public holidays
Wellington Street West	South	Blue Jays Way and a point approximately 50 metres west of Windsor Street	7:30 a.m. to 9:30 a.m. Mon. to Fri., except public holidays
Wellington Street West	South	Blue Jays Way and a point 80 metres west	Anytime

Wellington Street West	South	A point 177 metres west of Simcoe Street and John Street	Anytime
Wellington Street West	South	A point 177 metres west of Simcoe Street and a point 45 metres east of Simcoe Street	Anytime
Wellington Street West	South	A point 45 metres east of Simcoe Street and University Avenue	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Wellington Street West	South	A point 120 metres west of Bay Street and a point 32 metres further west	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Wellington Street West	South	A point 196 metres west of Bay Street and York Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri. except public holidays
Wellington Street West	South	A point 58 metres west of Bay Street and a point 62 metres further west	Anytime
Wellington Street West	South	A point 152 metres west of Bay Street and a point 44 metres further west	Anytime
Wellington Street West	South	A point 48 metres east of Clarence Square and a point 80 metres west of Blue Jays Way	7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Wellington Street West	South	Clarence Square and a point 37 metres east	7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Wellington Street West	South	John Street and Windsor Street	Anytime
Wellington Street West	South	University Avenue and York Street	Anytime
Wellington Street West	South	Windsor Street and a point 177 metres west of Simcoe Street	7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Wellington Street West	South	Windsor Street and a point approximately 50 metres west	Anytime

Wellington West	South	Yonge Street and a point 58 metres west of Bay Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Simcoe Street	Both	Front Street West and a point 83 metres south of Wellington Street West	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri. except public holidays
Simcoe Street	Both	Wellington Street West and a point 83 metres south	Anytime

No Standing

<u>Highway</u>	<u>Side</u>	<u>Between</u>	<u>Prohibited Times and/or Days</u>
Wellington Street West	North	A point 15 metres west of Blue Jays Way and a point 37.5 metres further west	Anytime
Wellington Street West	North	John Street and a point approximately 77 metres east	Anytime
Wellington Street West	South	Clarence Square and University Avenue	6:30 p.m. to 12:00 midnight, Mon. to Fri.; 12:00 noon to 6:00 p.m., on Sat., Sun. and public holidays; Apr. 1 to Nov. 30 of the same year, inclusive
Wellington Street West	South	A point 45 metres east of Simcoe Street and University Avenue	6:30 p.m. to 12:00 midnight, Mon. to Fri.; 12:00 noon to 6:00 p.m., on Sat., Sun and public holidays; Apr. 1 to Nov. 30 of the same year, inclusive
Wellington Street West	South	A point 177 metres west of Simcoe Street and John Street	6:30 p.m. to 12:00 midnight, Mon. to Fri.; 12:00 noon to 6:00 p.m., on Sat., Sun and public holidays, Apr. 1 to Nov 30.
Simcoe Street	Both	Front Street West and a point 83 metres south of Wellington Street West	6:30 p.m. to 12:00 midnight, Mon. to Fri.; 12:00 noon to 6:00 p.m., on Sat., Sun. and public holidays; Apr. 1 to Nov. 30 of the same year, inclusive

Taxi-cab Stands

<u>Highway</u>	<u>Side</u>	<u>Location</u>	<u>Number of Taxicabs</u>	<u>Times and/or Days</u>
Wellington Street West	North	Immediately west of Mincing Lane	3	Anytime, except during the hours 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m.
Wellington Street West	South	Between a point 78 metres west of Yonge Street and a point 38 metres further west	7	Anytime, except from 7:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m., Mon. to Fri.

Passenger Loading Zones

<u>Highway</u>	<u>Side</u>	<u>Location</u>	<u>Times and/or Days</u>
Wellington Street West	North	Between a point 15 metres west of Blue Jays Way and a point 37.5 metres further west	Anytime

Parking for Restricted Periods

<u>Highway</u>	<u>Side</u>	<u>Between</u>	<u>Times and/or Days</u>	<u>Maximum Period Permitted</u>
Wellington Street West	South	Yonge Street and Bay Street	8:00 a.m. to 6:00 p.m.	1 hour

Attachment 4

By-laws to be enacted

No Stopping

<u>Highway</u>	<u>Side</u>	<u>Between</u>	<u>Prohibited Times and/or Days</u>
Wellington Street West	North	Clarence Square and a point 78 metres west of Blue Jays Way	Anytime
Wellington Street West	North	A point 38 metres west of Blue Jays Way and Blue Jays Way	Anytime
Wellington Street West	North	Blue Jays Way and a point 70 metres east of Blue Jays Way	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Wellington Street West	North	A point 81 metres east of Blue Jays Way and a point 72.4 metres west of Yonge Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Wellington Street West	North	A point 62.3 metres west of Yonge Street and Yonge Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Wellington Street West	South	Blue Jays Way and a point 26 metres west of Windsor Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Wellington Street West	South	Clarence Square and a point 37 metres east of Clarence Square	Anytime
Wellington Street West	South	A point 48 metres east of Clarence Square and Blue Jays Way	Anytime
Wellington Street West	South	Windsor Street and a point 69.2 metres west of Yonge Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Wellington Street West	South	A point 58.2 metres west of Yonge Street and Yonge Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Simcoe Street	Both	Station Street and Wellington Street West	Anytime

No Parking

<u>Highway</u>	<u>Side</u>	<u>Between</u>	<u>Prohibited Times and/or Days</u>
Wellington Street West	North	Blue Jays Way and a point 70 metres east of Blue Jays Way	Anytime
Wellington Street West	North	A point 81 metres east of Blue Jays Way and a point 77 metres west of Bay Street	Anytime
Wellington Street West	North	A point 48 metres west of Bay Street and a point 74.7 metres east of Bay Street	Anytime
Wellington Street West	North	A point 103.9 metres east of Bay Street and a point 72.4 metres west of Yonge Street	Anytime
Wellington Street West	North	A point 62.3 metres west of Yonge Street and Yonge Street	Anytime
Wellington Street West	South	Blue Jays Way and a point 26 metres west of Windsor Street	Anytime
Wellington Street West	South	Windsor Street and a point 152 metres west of Bay Street	Anytime
Wellington Street West	South	A point 120 metres west of Bay Street and a point 106.2 metres west of Yonge Street	Anytime
Wellington Street West	South	A point 58.2 metres west of Yonge Street and Yonge Street	Anytime

No Standing

<u>Highway</u>	<u>Side</u>	<u>Between</u>	<u>Prohibited Times and/or Days</u>
Wellington Street West	North	A point 62.3 metres west of Yonge Street to a point 10.1 metres further west	Anytime
Wellington Street West	North	A point 70 metres east of Blue Jays Way to a point 11 metres further east	Anytime
Wellington Street West	North	A point 74.7 metres east of Bay Street to a point 29 metres further east	Anytime
Wellington Street West	North	A point 48 metres west of Bay Street to a point 29 metres further west	Anytime
Wellington Street West	North	A point 38 metres west of Blue Jays Way to a point 40 metres further west	Anytime

Wellington Street West	South	Windsor Street and a point 26 metres west of Windsor Street	Anytime
Wellington Street West	South	A point 69.2 metres west of Yonge Street and a point 47 metres further west	Anytime
Wellington Street West	South	A point 120 metres west of Bay Street and a point 32 metres further west	Anytime
Wellington Street West	South	A point 58 metres west of Yonge Street and a point 11 metres further west	Anytime
Wellington Street West	South	Blue Jays Way to University Avenue	6:30 p.m. to 12:00 midnight, Mon. to Fri.; 12:00 noon to 6:00 p.m., on Sat., Sun. and Public holidays; Apr 1 to Nov. 30 of the same year, inclusive

Taxi-cab Stands

<u>Highway</u>	<u>Side</u>	<u>Location</u>	<u>Number of Taxicabs</u>	<u>Times and/or Days</u>
Wellington Street West	South	Between a point 69.2 metres west of Yonge Street and a point 47 metres further west	8	Anytime, except from 7:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Wellington Street West	South	Between a point 48 metres west of Bay Street and a point 29 metres further west	5	Anytime, except from 7:30 a.m. to 9:30 a.m. and from 3:30 p.m. to 6:30 p.m., Mon. to Fri.

On-Street LZ's for Accessible Permit Parking Holders

<u>Highway</u>	<u>Side</u>	<u>From</u>	<u>To</u>	<u>Time or Days</u>
Wellington Street West	North	A point 70 metres east of Blue Jays Way	A point 11 metres further east	Anytime

Passenger Loading Zones

<u>Highway</u>	<u>Side</u>	<u>Location</u>	<u>Times and/or Days</u>
Wellington Street West	North	Between a point 38 metres west of Blue Jays Way and a point 40 metres further west	Anytime
Wellington Street West	South	Between Windsor Street and a point 26 metres west of Windsor Street	Anytime